GRUMMAN plane news

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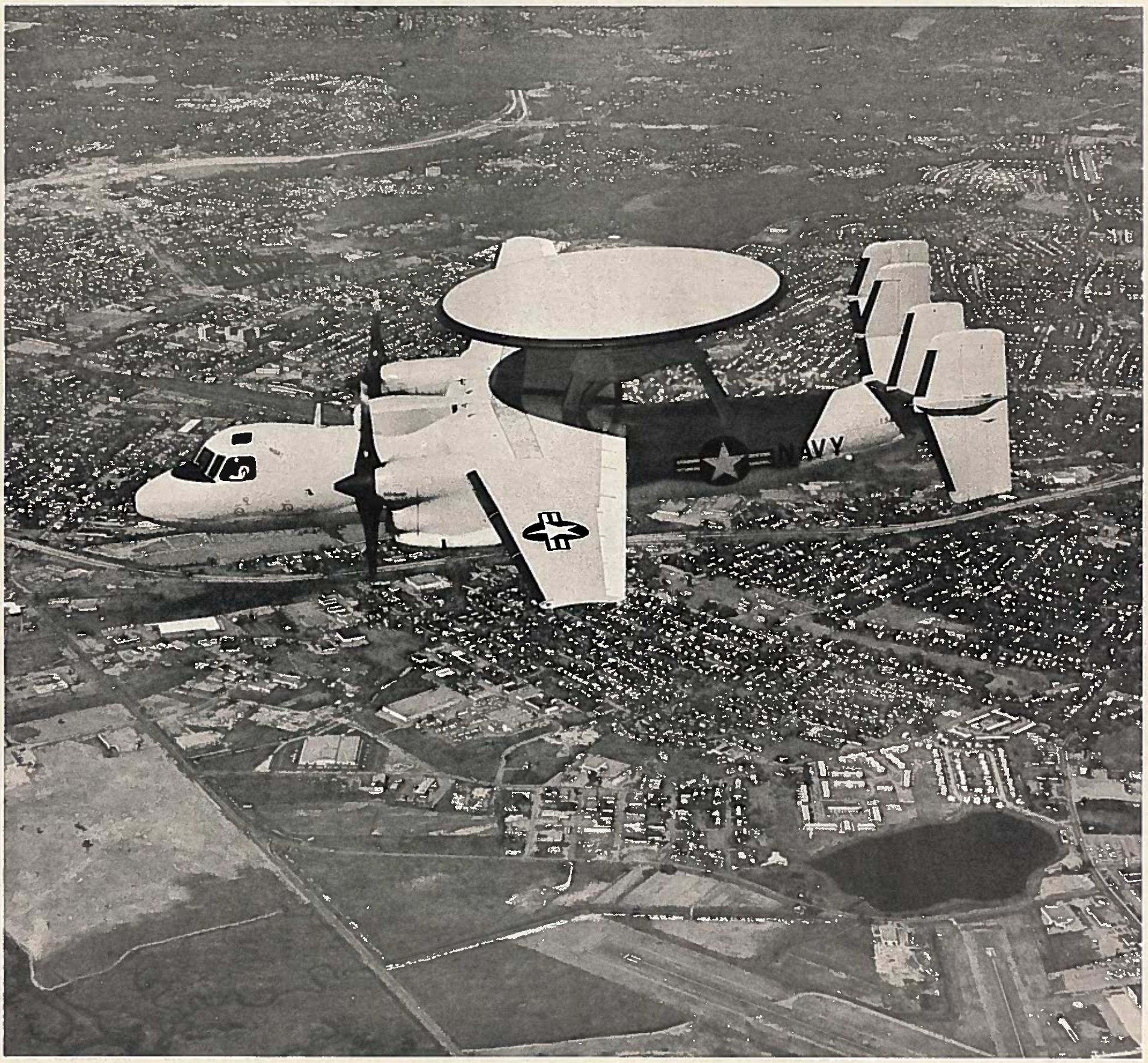
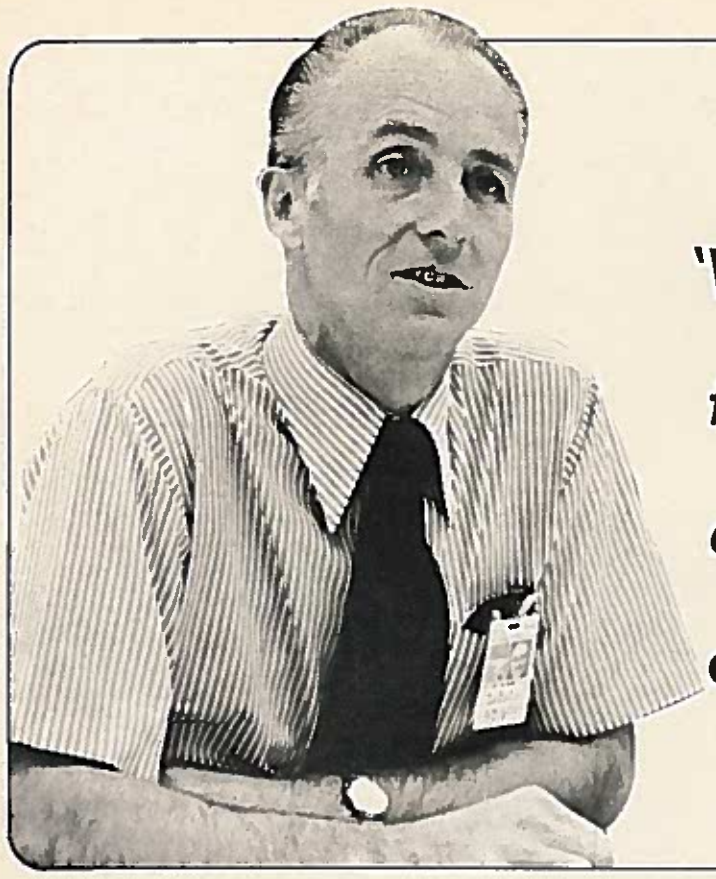


New production E-2C flies high over Conn. — page 6



'We're looking for a broader and wiser application of high technology'

When Joe Gavin became President of Grumman Aerospace Corporation just a few months ago, certainly those on the space side of the house had an edge: they had seen this essentially soft-spoken, brilliant, determined man in action as he led the Company's Lunar Module and Orbiting Astronomical Observatory programs and, more recently, the all-out bid to win the Space Shuttle. Others, on the aircraft side, knew of him, but for the most part at second-hand, so to speak. And as soon as Plane News felt that Gavin had had some breathing time to adjust to his new post, we asked for some of his impressions. The heart of that interview follows:

Plane News: How do you feel about your new job as President of the Company?

Gavin: I think it's a very interesting assignment. It certainly gives me a much broader view of the operation of the Company than I experienced during the Apollo program. I think you'd expect that. Now I have the opportunity to delve into things I knew about only in a superficial sense.

There's always the tendency to feel that the programs you're familiar with are the ones that are best run. Well, it turns out that the more you look into others you find they're doing a pretty good job, too. So it's fascinating to see what's going on in the rest of the Company, how well things are going, and what the prospects are.

I read your interview with Vice President Jack Bierwirth and was particularly struck with the comment he made. In fact, it was so good I wish I had thought of it first: that if you look at the Grumman stable of programs, it's pretty clear that they're all good, that they all have long-term potential, and they're all well in hand. The one problem is the financial aspect of the F-14, and that's really only a part of the program because the fundamental performance of the airplane and its weapon system seems good. Word of the F-14 has spread throughout the Naval aviation community, and I was particularly pleased to hear some of the first-hand comments from people like Randy Cunningham, the Navy's newest ace, who said it was an outstanding weapon system that fits right into Navy requirements.

And I believe, too, that never before has the using service had a better acquaintance with a new product as it progresses through its development cycle. I think this is a very healthy fact.

PN: Looking generally at aerospace, what do you see as the future? For example, would we be well advised to go a little bit more heavily commercial?

JG: I have the feeling that there is a need to put more emphasis on some of the already established subsidiaries of Grumman Corporation and I think that we've begun to realize that the technology that's built up in the course of the aerospace activities does not spread itself automatically. If we don't take the initiative to push this technology into other areas of the economy, nobody is going to do it for us.

For instance, I've been interested from the very beginning in the Health Systems group. It hasn't been long enough to provide a solid indication of what its future is, but it's an application of aerospace technology and something we should promote and capitalize on.

I also feel that the establishment of Grumman American Aviation is a very healthy thing because it provides a degree of emphasis that probably didn't exist before. And the Gulfstream, or any other commercial airplane, should gain more attention standing alone than if it were competing with, let's say, the F-14. In doing this, we've established ourselves more clearly as a corporation interested in commercial aviation.

PN: What's your view about young people coming into the industry? The average age of our people in '69 was 38.9, now it's 43.7. Is that good, bad, or not measureable in real terms?

JG: Certainly we can't afford to have us all grow old simultaneously. On the other hand there's the old saw that says "You're only as old as you think," and I suspect that some of those people who bring the average up are just as fresh and novel in their thinking as some of the newer recruits. But we have to bring in fresh, younger people with newer ideas and with the vitality that only youth can provide.

And I'm aware that this question is frequently associated with the problem, "Aren't young people against high technology?" That's been debated quite a bit. In fact, I've debated it with some of my own people. The fact is, though, you can't classify all young as being in a particular frame of mind. I think there's as wide a variation in views amongst the young as there is amongst the rest of us. And I think there's a growing realization that high technology is going to solve some of the problems that are being laid to the development of high technology.

What we're looking for is a broader and wiser application of high technology. To get that done, in my view, there's a very significant need for imaginative political leadership. Certainly, we have become a nation that travels by air. Even the activists who are fighting technology go from meeting to meeting by air. There are other ways of solving traveling problems but none are likely to come about without leadership by the Government because establishing a transportation system cannot be accomplished easily, independently, or with a small investment.

PN: Do you feel that interest in aerospace as a career for young people has tailed off recently?

JG: Well, I think that the adverse press the aerospace industry has been experiencing for some time certainly has curtailed some of the interest, and this is understandable. I think part of it stems from the continuation of the Vietnam conflict, which, at best, is unpopular. Part of it stems from the keener competition for the dollar in the Federal budget — something largely misunderstood by the public. The distribution of the Federal budget has really undergone a significant change in the past four-to-six years, and while the press has dwelt heavily on cost "overruns" and technical performance of the aerospace industry, the portion of the budget devoted to Health, Education, and Welfare has been increasing faster than any of the savings being made in other parts of the Federal government.

I think it can be shown pretty clearly where the dollars have gone in NASA, and perhaps almost as well in the Department of Defense. I'm not sure that the press has undertaken nearly as thoroughly to explore where the dollars have gone in the social agencies. And I'm sure that the average taxpayer, if you ask him, is aware of the size of the defense budget but I'm **not** sure that he's aware of the size of the budget in the so-called social agencies.

PN: Is there a way in which corporations might be able to clarify this issue?

JG: That brings up the question, "Has business been able to tell its story?" If one judges by some of the polls recently, it has failed miserably over the years. I seem to recall a poll in which the average reply was that business was earning a profit of 28 cents on every dollar, and nothing could be further from the truth.

I think that the basic question of free enterprise, the capitalistic system, hasn't been well understood. I think that in our industry—aerospace—the profits in general range anywhere from zero to three percent, and profits in general commercial industry are, on the average, of less than 10 percent. It's just flabbergasting to find that the average person doesn't understand this, or the level of competition that exists in industry—or what goes on in government-sponsored industry, which aerospace is. I just have to say that anybody who's been through the Shuttle competition, or any competition in the past 10 years, appreciates that this is an extremely competitive industry. And that competition is one of the real strengths of our industry.

PN: What happens to those in Grumman who are concerned about their futures, and whether they should stay in aerospace?

JG: Well, if it's the basic question of job interest and security, I don't think it's ever been satisfactorily answered. If you go back to pre-war conditions, our industry was highly speculative, and nomadic to the degree that people picked up and went where the contracts were. It was fraught with a great deal of uncertainty. In the post-war years, we had a variety of ups and downs—and I might add that not all of these coincided with periods of armed activity. In last night's paper there was a letter from a reader suggesting that firms like Grumman shouldn't depend on war to keep them going. I think it's not understood, generally, that war doesn't necessarily keep an aerospace firm going at all and that much of the work we do is pretty much independent of the current unpopular conflict.

But to answer your question, I guess I have to say that you have to weigh interest in the fascinating aspects of high technology against the seeming security of a job where one has tenure. I think the answer rests with the individual.

(Continued on page 7)

Caution against overconfidence in Shuttle subcontract bids

The distance between Downey, California, and Bethpage, New York, continues to shrink as a second contingent of Grumman engineers prepares to move out to North American Rockwell to work on the Space Shuttle. North American (NR) won the NASA prime contract and is now recruiting specialized engineering services on the Space Shuttle Orbiter Program. Sixteen Grumman engineers have gone to Downey for a month, and another group leave with their families October 15 for a period of six to nine months.

"We'll be building up to 135 engineers out there," Vice President Tom Kelly, director of Grumman Space Programs, said last week. "So far, NR and Grumman have agreed on about 60 of these, and the reviewing of resumes is continuing."

Dick Kline is in charge of the Grumman Office at NR, supported by John Norris, manager of Grumman's West Coast Office. Ira Victor is leading the Structures engineering effort at NR.

Short-term quarters

"We have established attractive short-term quarters as a 'staging area' there for our people to use temporarily: Lakewood Villa Apartments, a mile from the NR plant," Kelly said.

He emphasized that the atmosphere at North American is very cordial and helpful—"they've welcomed us into the fold, so to speak."

Tough competition

However, Kelly cautioned that there are 11 companies eagerly competing with Grumman for subcontract work. "We're going to have to prepare top-notch proposals with a severely limited budget," he noted. "We have set firm budgetary goals and we must adhere to them. We will have to turn out top quality proposals at minimal expense."

The four areas Grumman is particularly concerned with right now are the vertical stabilizer, the wing, mid-fuselage, and orbital maneuvering system. "We're expecting Request for Proposal any day on the vertical stabilizer," he said.

The Booster, Kelly pointed out, is government furnished equipment and a separate procurement.

The Shuttle is a reusable rocket designed to go into orbit and return to earth 100 times. It will carry a payload of 50,000 pounds and will serve as the so-called "workhorse" of the NASA space flight program in the 1980s. The first orbital test is scheduled for 1978, with operational use by 1980.

Tomcat on view. During the Fifth Annual Jamestown (North Dakota) Air Days show, many took advantage of the opportunity to view Tomcat No. 14, including (L to R) Lt. Karl Volland, Blue Angels pilot Lt. Gary Smith, and Lt. Dick West.

Top Navy, Grumman officials to attend Miramar ceremony

Just one day after the 197th anniversary of the founding of the U.S. Navy, the "top brass" of the Navy and Grumman will celebrate the commissioning of the first two Tomcat squadrons, VF-1 and VF-2.

The commissioning will take place at Miramar Naval Air Station on the West Coast on the 14th of October with the arrival of Tomcat No. 18.

The featured guest at the ceremony is to be John W. Warner, Secretary of the Navy. And it's expected that Adm. Tom Moorer, head of the Joint Chiefs of Staff, along with Adm. Elmo Zumwalt, Chief of Naval Operations, and Admirals "Mickey" Weisner, W. D. Hauser, Bernard Cleary, and Tom Walker—and possibly others—will attend.

Among the Grumman people scheduled to be there are Bill Zarkowsky, Vice Chairman of the Board of Grumman Aerospace, President Joe Gavin, and Vice Presidents Mike Pelehach, Jack Rettaliata, Gordon Ochenrider, and Butch Satterfield.

Although this is the **big** event, there was another one, which featured Tomcat No. 14. On request of the Navy, Lts. John Creighton and Karl Volland flew the Tomcat to the Fifth Annual Jamestown (N. D.) Air Days show. The Tomcat was on static review for four days. The Navy's famed Blue Angels flight team performed, too.

Meanwhile, the F-14 Program was continuing successfully. As of October 2, Tomcats had racked up 1,428.5 flight hours in 724 flights, and the plane had flown supersonically for 27 flight hours. In addition, there were successful missile firings at Point Mugu.

One of the next flight items on the list is set for October 19. Then Tomcat No. 2 is to be out of planned lay-up and Chief Test Pilot Chuck Sewell will be doing high- and low-speed stall work. Other Tomcats and their pilots will be pursuing their goal of opening up the flight envelope. And according to Pete Oram, F-14 Program manager, "Everything's going well."

NASA-Grumman team now flying two observatories on sky watch

Among the man-made statellites whirling around the earth are two working observatories, an old and a new, both sending back great volumes of information on stars and interstellar dust. The "old" one is approaching its fourth birthday and over 550 million miles in space. That's Orbiting Astronomical Observatory (OAO) A-2, the NASA/Grumman satellite launched December 7, 1968. The new one is OAO-3, designated "Copernicus" after the famous Polish astronomer. It is completing 775 orbits today, October 13, following launch from Cape Kennedy on August 21.

The performance by Copernicus has been of great interest to the astronomical world. Said OAO Project Manager Joe Purcell of the Goddard Space Flight Center in Greenbelt, Md.: "Performance of Copernicus far exceeds our planned goals." The spacecraft pointing accuracy —three one-hundredths of an arc second —is a factor of three better than had been anticipated, he said. Grumman engineers working on the OAO Program interpret this to mean that its extreme pointing accuracy could be compared to observing from the Empire State Building in New York City a housefly on Plant 5 at Bethpage, about 25 miles away. Or hitting the face on a dime on Independence Hall, 150 miles from Manhattan.

Stable spacecraft

Copernicus has another virtue, Purcell added. "Basic stability of Copernicus when the spacecraft is under gyro control and observations are not being conducted is better than two arc seconds an hour. This means," he said, that "our drift rate is only one degree every 2½ months and is far superior to that achieved by spacecraft to date." Copernicus' mission is to study the universe in the ultraviolet and X-ray regions of the electromagnetic spectrum in order to help scientists better understand the evolutionary processes taking place in the universe. The experimenters, Princeton University and the University College of London, are taking turns in gathering data.

OAO Control Center at Goddard Space Flight Center celebrated the successful completion of the first 20,000 orbits of OAO-2 at a champagne party on September 27, "not forgetting that it hasn't all been smooth sailing. We've had 81 recoveries," said Earl Light, Grumman Base manager at GSFC. "A couple of those recoveries have been real squeakers, when the observatory nearly ran out of solar energy and recovered only at the last possible moment." A party is far from a usual occurrence at GSFC, however; the Mission Control personnel have a demanding schedule for monitoring both observatories 24 hours a day and sending commands when trouble threatens.

Set free forum on health care

How informed are you about asthma, chronic bronchitis, emphysema, and lung cancer? Do you know whether you have any of these ailments? Do you know how to prevent them?

A free, open forum on these diseases will be held Wednesday, October 18, at Colonie Hill, Hauppauge, featuring four internationally respected authorities. They are:

Dr. Donald Egan, director, Section of Chest Diseases, New Britain General Hospital, who will discuss "Respiratory problems in children."

Dr. Edward Gaensler, professor of Surgery at the School of Medicine, Boston University, who will speak on "What goes wrong with your lungs when you get respiratory distress?"

Dr. Thomas Petty, associate professor, head of Pulmonary Division at the University of Colorado, whose topic is "What you and your physician can do for you at home."

Dr. Stephen Ayres, associate professor, director of Cardio-Pulmonary Division at St. Vincent's Hospital, who'll explore the question, "What about smoking?"

In addition, there will be a chance to have a free lung test.

The program is being sponsored by the Veterans Administration Hospital (Northport), the Nassau-Suffolk TB and Respiratory Disease Association, the Suffolk Academy of Medicine, the Nassau Academy of Medicine, and the American Cancer Society, Long Island Division.

Franklin rides tiny railroad car to top prize in Hobby Show

Some people build tiny engines to put on the mantelpiece, and some make chess sets for playing chess. And then there's the star of the annual Grumman Hobby Show who did such an intricate job of building a 10-inch railroad car that the judges agreed he should have the top prize, a $100 Savings Bond.

The Grand Prize winner, Clifford Franklin of Structures Analysis, Plant 1, had to miss ,the accolades for the miniature railroad entry that won him first place in Railroad Models. No ifs and ands—he had to go away on Company business. He won by a narrow margin. His strong competition for Best in Show came from Mary Wakulinski of Training & Development, Plant 39, who entered a panel of Ukrainian embroidery done "freehand" without a pattern. She embroiders late at night. "I don't watch TV: I just listen," she says. Her husband is Ted Wakulinski of Avionics Installation, Plant 33.

Conversation pieces

The Hobby Show ran from October 5 through October 7 in Plant 28 Auditorium. Although considerably smaller than last year's show (116 entries as compared with 144 in 1971), it was colorful and full of conversation pieces. Bob Ekenstierna, Tank Department foreman, Plant 2, lent a dramatic touch with a non-competing display of some of his extensive collection of armor. Ekenstierna was one of the judges.

The builder of a tiny brass and steel engine with working parts, Don Gleaves, said he made it in his home machine shop to put on the mantel in the den. "It resembles an early steamboat engine, mid-19th century," he said. "All the parts, including the nuts and bolts and screws, I made myself." He works in P/S Site Requirements, Plant 34, and has been with Grumman nine years.

An eye-catching chess set of transparent plastic, in red and blue, was made by a girl, Susan Heuler, from plexiglass rods and flat sheets, cut, glued, and dyed by herself. Does she play chess? "Yes." Is she good? "I think so." She plays at lunchtime with her boss in F-14 Contracts, Bill Reilly.

Ed Schledorn stopped the show with his first-prize winner: a jacket and slack set, first in the Sewing category. He says he enjoys sewing, and he makes all his own clothes, shirts and all. "I'm built funny," he explains with a chuckle. Schledorn has been with Grumman six years. He works in Property Management, Plant 30.

'Very impressed'

The recently elected Treasurer of Grumman Corporation, Bob Freese, presented the prizes, which were pewter miniature vases, first; sets of Grumman glasses, second; and double decks of playing cards, third. "I've never seen a Grumman Hobby Show before, and I'm very impressed with all this hidden talent," Freese said.

The judges, all experts in their categories, were Jerry Bauman, Collections; Rosalie Costa and Eileen McKinstry, Sewing, Crocheting, Embroidery; Ekenstierna, Gunsmithing, Metal Work; Cy Dotz, Leather Work; Jean Pailet, Plane Models; Emil Prochaska, Ship Models, Wood Work, and Wood Carving; Rudy Wolmart, Ceramics.

Prize list

And now the winners, first, second, and third:

GRAND AWARD: Clifford Franklin (first in Model Railroads)

CERAMICS: Arlene Deech, Jessie Gabrus, Lynn Grella

COLLECTIONS (COIN): Stanley Epstein, Sam Koeppel, Ken Hale

COLLECTIONS (STAMP): Will Pettit, Richard Van Valkenburgh (no third)

COLLECTIONS (MISC.): Ed Remski, David Karpiloff (no third)

CROCHETING: Fran Raab, Lena Bullen, Julie Aulino

EMBROIDERY: Mary Wakulinski, Barbara Homrighouse, Peggy Griffith

GENERAL: Susan Heuler, Lewis McCormack, Benjamin Mroz

KNITTING: Alberta Riley, Theresa Van Haaften, Fran Raab

LEATHER WORK: Stephen Semon, Joseph Thomson (no third)

METAL WORK: Donald Gleaves, Herb Bradle, Ray Gaddis

MODEL PLANES (flying, scale): Wally Kranz (no second, third)

MODEL PLANES (flying, non-scale, orig.): Arnold Johnson (no second, third)

MODEL PLANES (non-flying, scale): James Carmelitano, Gasper Guzzo, Fred Black

MODEL PLANES (non-flying, non-scale, orig.); Walter Pytlowany (no second, third)

MODEL RAILROADS: Clifford Franklin, Ray Muntz, Herb Bradle

NEEDLEWORK: Salvatore La Dolce, Peter Kiersy, Mary Zolkoski

SCIENCE (working models): Donald Terrana (no second, third)

SEWING: Ed Schledorn, Eleen West, Mary Hutter

SHIP MODELS (kits): Oscoe De Magri, Fred Wilms (no third)

SHIP MODELS (original design): David Ives (no second, third)

SHIP MODELS (scale): John Karasz (no second, third)

WOOD CARVING: Aage Pontoppidan (no second, third)

WOOD WORK: Donald Peters, Robert Rose, Benjamin Mroz

Edwards, McKessey get new GDS posts

Grumman Data Systems moved last month to "improve visibility into the overall directions and resource requirements" of its diverse, growing business lines by appointing Fred Edwards as director of Corporate Planning. At the same time, Tom McKessey was named director of Financial Planning and Analysis for GDS.

According to the notice signed by President Pete Viemeister, Edwards will be responsible for:

- Assisting in the dissemination of corporate objectives and goals
- Integrating plans from GDS operating departments into an overall Corporate plan
- Displaying, to the President and Policy Committee, the resource requirements and implications to corporate objectives for required policy decisions
- Testing and analyzing overall goals and directions in relation to GDS competitors
- Working closely with Finance on sources and uses of funds and financial planning implications of planned efforts

Fred, who is Assistant to Viemeister, reports directly to the GDS President.

The man charged with presenting this continual "overview" to the GDS President and Policy Committee has been with Grumman since graduation from high school—he won a Grumman engineering scholarship in 1946—and has varied and extensive experience in a number of engineering, business, and administrative posts.

A mechanical engineer (RPI '50), Edwards has had tours in structural design, operations analysis, advanced programs, and Corporate long-range planning in the aerospace phase of Grumman Corporation before moving to GDS three years ago as assistant to Viemeister.

Fred, his wife Betty, and their four children, Jeffrey, Brian, Debbie, and Beth-Ann, live in Smithtown.

After-hours scholar

McKessey, who has been with Grumman over 10 years, has about two decades' experience in planning and analysis, including engineering planning and control and program planning on the Lunar Module Project.

Tom, who came to Grumman from Sperry Gyroscope in 1962, earned both his Bachelor's and Master's degrees in business by attending nights, first at Hofstra ('60), then Adelphi ('67). Following his LM Program work, he joined Operations Planning and Budgets for four years, and in February of '72 made the switch to Grumman Data Systems.

Fred Edwards

Tom McKessey

Among his duties as director of Financial Planning and Analysis, McKessey is responsible for "establishing integrated schedules and financial performance plans in conjunction with Corporate Planning; developing and implementing financial planning and control systems; and providing management information for proper profit status and planning." McKessey reports to Treasurer Jim Pettit.

Tom and his wife Marilyn have one daughter, Lyn, and live in St. James.

Name Kelly for design award

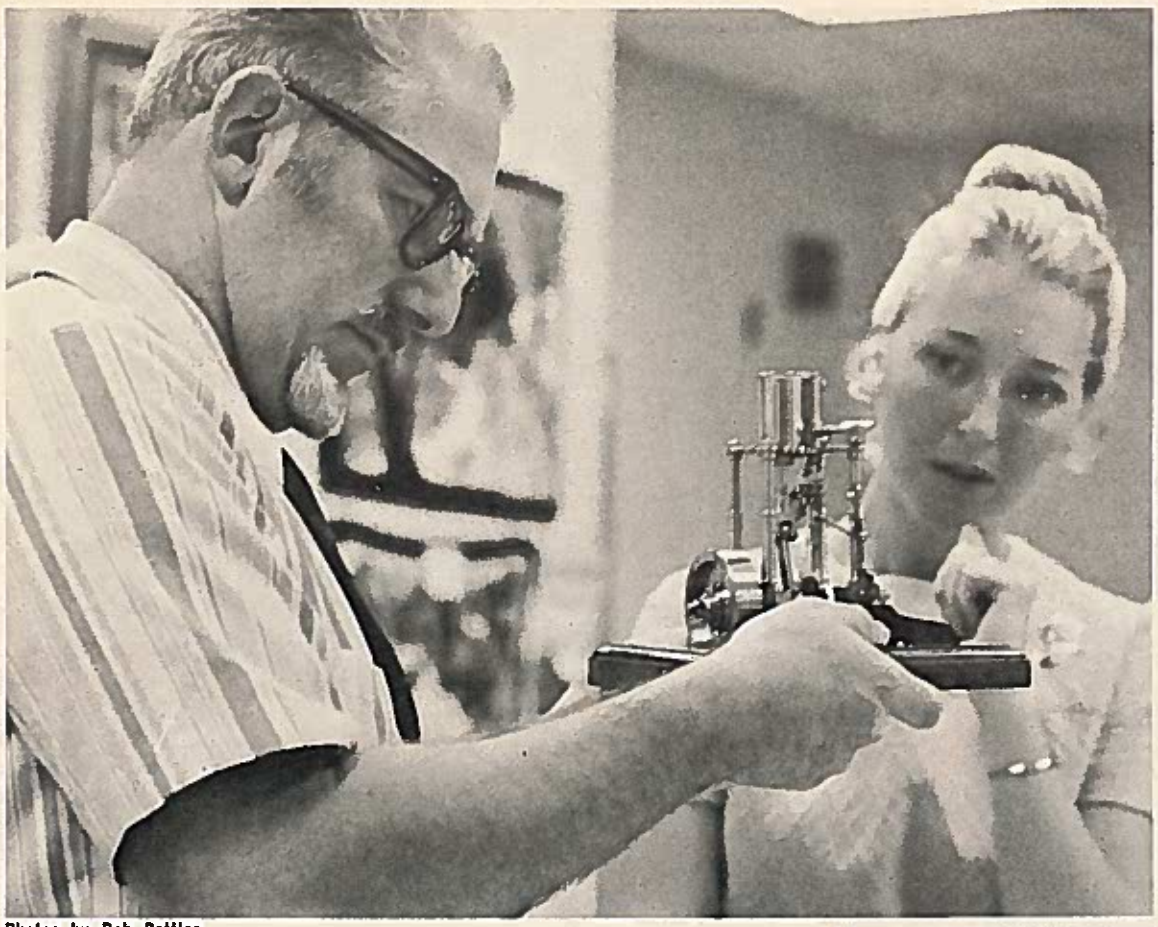
Tom Kelly, Vice President and the new director of Grumman Space Programs, has been named to receive the AIAA Spacecraft Design Award for 1972. It is given to a design engineer "who conceives, defines or develops an original concept leading to a significant advancement in spacecraft, launch vehicle, reentry vehicle, or missile design or design technology." The Spacecraft Design Award consists of a certificate and an honorarium of $500. Kelly will receive these at the Honors banquet on January 10 in Washington, D.C.

All in the family . . .

Plant 25 Guard Bill May doesn't even try to hide his pride; son Ron, who enlisted in the Army at 17, got his stripe after basic at Fort Dix and went on to get his wings at Fort Benning. There he received another stripe and the Outstanding Paratrooper Award for Airborne Class 9. Father Bill was a master jumper for 19 years (C-47s). Another son, Sp/4 Michael May, has just returned from three years' service overseas with the 101st. And S/Sgt. Linda May is a medical lab technician at Shepherd AFB in Texas.

Photo, Art show

GAA will sponsor the annual Art & Photography Show at Plant 28 October 30-November 4. Sculpture too. Call GAA, Ext. 2133 or 2269, for information.



Photos by Bob Settles

Hobby Show attracted wide range of talent

Fly first production E-2C; prepare for more NPE tests

As the E-2C is prepared for its second series of Navy Preliminary Evaluation trials later this month, Hawkeye Program Director Tom Guarino and his flight development team must view the upcoming tests with heady optimism. And why not. Didn't the Hawkeye once again beat the clock, so to speak, when the first production model of the carrier airborne early-warning and intercept-control aircraft made its first flight on September 23—a full month ahead of schedule. And isn't that pretty much the story of the E-2C—being on or ahead of schedule with excellent test results—since the program was conceived some years ago.

Developed under a $200 million contract by the Navy starting in 1968, the present E-2C, which carries a five-man crew, is the successor to two earlier Hawkeyes, the E-2A and E-2B.

Critical mission

Topped by a pancake-like radome, the E-2C can detect, identify, and track aircraft over land as well as over water —a vital contribution when U.S. surface units are operating near large land areas— and then act as a command post for intercept control. Some noteworthy improvements—a new over-land radar, updated computer, new radar displays, a new inertial guidance system—and a passive detection system—add up to an impressive Hawkeye, one that can outperform even its illustrious predecessors.

Besides these two critical missions for the defense of the Fleet, the Hawkeye, in any weather conditions, can also:

- Vector strike aircraft to their targets
- Detect and track surface vessels
- Act as communications relay link to distant aircraft
- Guide rescue craft to downed aircraft
- Act as air-traffic controller through desired corridors to provide collision avoidance

And during all of these activities, the Hawkeye's air crew can keep the Fleet commander instantly informed through data links with surface units.

Earlier this year, following the first NPE tests on the E-2C, the Navy team conducting the trials gave this view of the new Hawkeye:

Outstanding record

"The E-2C systems evaluated exhibited excellent potential for the carrier-based airborne-early-warning and tactical control mission and are a significant improvement over comparable E-2A/B systems."

The E-2C flight development team has been racking up an outstanding record for nearly two years now, starting with the first flight of the test model of the E-2C in January 1971, one month ahead of schedue. In June '71, the Defense Systems Acquisition Review Council gave the Navy and Grumman a production "go" for the Hawkeye following an in-depth evaluation of the E-2C's new systems hardware. The "go," according to Guarino, was "one of the shortest DSARC's in history."

Navy crew training for NPE II is scheduled to begin next Monday and run for two weeks, with the official trials to start on October 31. Board of Inspection and Survey (BIS) trials are scheduled for April 1973 at Patuxent River, Md.

With preparations continuing for NPE II on the test aircraft, the first production plane is now at Bethpage for integration of its five tons of electronic equipment and systems. The second and third production models are at Calverton for final assembly and No. 4 fuselage is being fabricated at Plant 36 in Garden City.

Other plant facilities involved in the Hawkeye production are: Plant 77—outer wing panels; Plant 3, wing center section; Plant 6—final asseembly; Plant 4—final systems integration.

The Navy is expected to buy 28 of the new Hawkeyes, and has contracted for the first 11, with deliveries to begin in February 1973.

Scholar deadline

Wednesday, November 1, is the deadline for high school seniors interested in competing for Grumman Engineering Scholarships to file applications with their school principals.

These Grumman scholarships provide full tuition for courses leading to a Bachelor's degree in any accredited engineering school of the student's choice. At least three will go to dependents of Grumman personnel. Those eligible to compete must be high school seniors in the top 20 per cent of their class scholastically.

Completed applications are to be sent by the school principals to Grumman on or before November 8, each accompanied by a transcript of the student's secondary school record, two letters of recommendation from non-relatives supporting the applicant's candidacy, the school principal's report, and a small recent photo of the applicant.

In the event your school does not have the official application forms, contact Bill Wenzel, 516 LR 5-2682.

Hawkeye flight. Pilots Walt Berndt and Al Hendershott drew a crowd following their flight in the first production E-2C at Calverton a couple of weeks ago. And Berndt also received congratulations above from Capt. Ray Quinn, Navy E-2 Project director, Tom Guarino, E-2 Program director, and Jim Philbin, assistant to Guarino. Below, Hawkeye production crew makes it official. (Photos by Gerry Costello and Jim Wagner; cover photo by Dick Sander)

Gavin: 'Our reputation depends on what we're doing today'

(Continued from page 2)

PN: Basically, I was referring to a feeling of unrest and insecurity here, in-house. Can anything be done about that?

JG: Well, the pressure of the times, the things we read in the newspapers, have created a feeling of insecurity almost anywhere in the past few years. Current publicity about F-14 and loss of the Shuttle add to insecurity. To balance this, there are strong, going programs that appear to have long, successful lives ahead of them. Also, we're working harder today to preserve people's jobs, to be fair in our dealings, and to open up opportunities for advancement. I think that here at Grumman we have maintained or even improved the factors that I believe contribute to an employee's feelings that we're doing our best to make sure his job continues.

PN: How do we stay competitive?

JG: There are a number of ways to stay competitive. One of the basic ones is to produce new ideas, to introduce innovations. It extends through a wide range of things. Certainly the concept of the F-14, with its programmed growth capability, is an example of an innovative concept. I think that this is what caused the program to start, and one of the reasons why the program is successful.

At the other end of the scale are the "little" innovations that are fed in, say, on the manufacturing floor and the way we handle paperwork. All of us have to be alert to better ways of doing things.

And there's the question of judicious management as we try to increase the volume of our business. We have to be careful that in having interests outside our traditional ones we do not dilute our areas that have been so successful over the years; at the same time, however, we can provide a great deal of opportunity for our people to move into present or new subsidiaries. But we must not dilute either the skills or the emphasis in our traditional product lines.

PN: Is this part of what you mentioned earlier about exercising judicious management?

JG: Well, management is something that everybody writes about, and almost everybody is an expert in. And somehow, there always seems to be opportunity for improvement of any particular operation.

I think that what's confused is not the basic principles of management but the matter of scale and formality. Some of the things we did years ago were good and sound management. By today's yardsticks, however, they would be called very informal, and perhaps intuitive. There's nothing wrong with intuition as long as it's right.

When you have a larger operation with more people involved, then the skills that were exercised informally and intuitively have to be bolstered by very carefully selected procedures so that some degree of uniformity and discipline are applied.

The problem is to make sure that procedures don't become ends in themselves and, thereby, occupy an unnecessary part of people's time to the extent that they're counter-productive. In the type of spinning off of technology and products that I'm proposing there is a possibility of starting operations that are smaller than, say, Grumman Aerospace. This allows them, in my mind, a certain economy in scale that I think enhances the opportunities of the people in charge to handle the thing themselves and make it work, on a relatively informal basis. Later, they can introduce more formal procedures, which will prove necessary in the long run.

So innovation in management does not necessarily mean the introduction of some new complex system that turns out paper at a fantastic rate.

PN: What is the future for Grumman right now?

JG: I think it's favorable. First of all, our stable of products is a good combination and all have potentially long life spans. The F-14 is about to enter squadron use for the Navy, and I think the next few months will see some type of resolution of the financial problems which have been so widely publicized. The thing that has to be emphasized is that the program is going very successfully, it's technically sound, and it's vital to the future of aviation. That's why I'm optimistic.

In the long run, however, it's going to be necessary to either develop modifications of our products to keep the product line going, or to develop new products. In the latter case, for example, there's an agreement with two German firms in the field of vertical takeoff flying machines, a technique of interest to the Navy.

Another reason for optimism is that a couple of our subsidiaries are showing signs of maturing and being able to stand on their own feet. Grumman Data Systems has experienced a significant increase in business, steps have been taken to form a new subsidiary (Grumman American), and the Gulfstream, the Ag-Cat, and smaller aircraft business are basic to American aviation. We should be enthusiastic about this because it represents the establishment of a new business based on the technology that came from Grumman Aerospace. Perhaps this is the pattern for the future.

PN: If you were pinned to the mast and asked, "What is your corporate philosophy?" how would you respond?

JG: Well, corporate philosophy covers a lot of ground but I think, first of all, you must have integrity and you must have confidence. Once you have those you can proceed in a number of directions to perform services or build products of use to others, then produce the sales and earn the profits that allow you to continue in business. Sometimes we tend to forget that we are dependent on making profits. I think the public tends to look on aerospace as a subsidized industry that doesn't require a profit. It's not well understood by the general public.

PN: Do you have any final observations?

JG: I think the outlook is optimistic, and that we're fortunate in having an outstanding group of product lines. I think that our reputation—and I think that everybody has to remember this—**our reputation depends on what we're doing today.** A little bit of it stems from what we did yesterday but you can't go very far on yesterday's reputation. You have to keep building as you go along. This puts the emphasis on the planes we're building today and the planes we're delivering tomorrow. Reputation is a matter of doing things better, improving. This is an idea that I feel very strongly about. Your reputation really depends to a large extent on what you're going to do next as well as what you've done before."

(Photos by Fred Annette)

Navy deploys A-6E to Fleet

The Navy's newest operational attack aircraft, the all-weather A-6E Intruder deployed to Mediterranean waters with Attack Squadron 85 aboard USS FORRESTAL (CVA-59) last month.

The Grumman A-6E is the newest in the long line of Intruder series. Although the airframe is essentially the same as the older models, its newer radar capability and solid state electronics and computers mean a more accurate radar navigation and bombing capability. The reliability of the newer and more dependable components make the "E" more maintenance-free than its older counterpart—and that means easier Fleet support by the Navy.

Attack Squadron 85, part of Attack Carrier Air Wing 17, is commanded by Commander Mike Hall. The squadron was first to deploy with the KA-6D tanker version in January, 1971, and is now continuing its tradition of firsts by being first to deploy with the "E". Hall is the first East Coast Naval Flight Officer to take tactical command of a Navy aircraft squadron. Traditionally, only pilots have been eligible for such command billets until recently.

The A-6E, a welcome addition to the fleet, will vastly improve the Navy's all weather attack capability.

Scholar note . . .

Dave Vanderbilt, a 1972 Grumman engineering scholarship winner who worked this summer in Operational Data Systems, Plant 2, was honored in Washington as one of the winners of the first annual U.S.A. Math Olympiad. He qualified as one of 107 top scorers in the Mathematical Association of America's exam taken by a third of a million secondary school students, and then went on to tie for second in the Olympiad. Dr. Edward E. David, the President's Science Advisor, was official host in Washington. Dave, a graduate of Garden City H.S., is a freshman at Swarthmore College.

No 'express' stop

Mention "elevator" to Plant 5 Guard Tiny Blyman and he winces a little. He and his wife went on the Grumman trip to the Canary Islands and one evening on the way to the hotel roof for dinner they and 11 other guests found themselves packed into a torrid elevator stuck between floors. It was so hot they were on the verge of collapse. Bill Sperling of ESO, Plant 5, forced the doors open and John Giordano of Plant 2 AN Stock jumped down about six feet to the floor below. Bill followed, and the two managed to get the rest out. Says Tiny, "Everybody was afraid the elevator would drop. I tell you it was hot with all those people. The capacity was only supposed to be nine—not 13."

Winning combo. Sal Baglieri and Carl Peters (R) earned $300 each in Savings Bonds for modification to automated riveter. (Photo by Bob Settles)

Peters, Baglieri top idea men with 'fix' on automatic riveter

Sal Baglieri and Carl Peters were indeed enthusiastic when they heard that their proposed modification of an automated riveting machine had been accepted by the Corporate Suggestions Award Committee. Sal said jokingly, "I like to do things the easiest and quickest way possible."

Sal, a millwright, and Carl, a machine operator, both of Plant 3, put their talents together and came up with a modification of the computerized Craco Riveting Machine which earned them $300 each in U.S. Savings Bonds.

The riveting machine does sub-assembly work on the wing of the F-14 aircraft. The wing is placed in a long carriage, called a positioner, and is moved slowly towards an electronic drill that is programmed to drill evenly spaced holes in the wing approximately every 40 seconds, to inspect the holes, and then to place rivets in the holes on the wing skin for support.

Two-way fix

The process needed modification, they said, because poor cycle timing in the machine caused a great loss of Freon, a costly gas used as a cooling agent while holes are being drilled in the wing. Not only was the Freon loss expensive, but the spillage also broke down the oil content in the lower anvil of the machine and caused the part to malfunction.

When Carl and Sal detected the nature of the problem they revised the computer program, using the same mechanical operations but with a call for less Freon. The modification proved to be a success. Since the implementation of the modification, no Freon spillage has occurred.

Carl is a full time night student at Nassau Community College and plans to use his money toward his education. Sal is certain that his wife will find good use of the money he earned.

For Sal, who has been with Grumman for 14 years, this is the third time he has submitted a suggestion and the first time he's been successful. (One of his suggestions is still being evaluated by the Committee.) This is the first suggestion for Carl, who has been with Grumman for five years.

Both men lead active lives during their spare time. Carl is a sports car fan and enjoys driving his own car when he finds time. Sal enjoys bowling, swimming, and fishing.

Carl believes that there is a possibility of an increase in F-14 production, and if so, he believes their modification of the Craco Riveting machine should triple savings at the end of the year.

Other awards were:

$225: George J. Maune, Templates, Plant 16.

$175: Frank J. Zahra, Pre Flt. Final, Plant 7; Robert W. Butts, Flight Operations, Plant 7.

$150: Clifford H. Holmes, Mashine Shop, Plant 3; Norman Neilsen, Structural System, Plant 1; Joseph Fusaro and James Sherry, Fiberglass, Plant 27.

$125: Rudolf Bernstein, Specs. & Stnds., Plant 35; Martin Tonkelowitz, Chem. Eng. & Proc. Std., Plant 12.

$100: Lawrence Fontana, Steel Parts Fab., Plant 2; Richard Hisaw, Tech. Services, Plant 35; Stanley Jastemski, Trans. Equip. Mtce., Plant 2; Harvey R. Murtaugh, Inventory Control, Plant 30; Jack H. Piland, Minor Subs., Plant 55; William A. Rasmussen. Flt. Safety & Support, Plant 7.

75: Leo Gendreau, Controls (retired); Edward A. Goellner and Elizabeth J. Mac Farland, Tech. Services, Plant 340; Richard Hisaw, Tech. Services, Plant 35; Vincent J. Lambert, Sub Assem. Mjr., Plant 1; Howard Willing and Ernest Kiesling, Fuse Sub Assem., Plant 1.

$50: Thomas E. Butler and John Patterson, Sub Assembly, Plant 1; Ronald L. Carter, Sr., and Jerry C. Lambert, Machine Ops., Plant 56; Chester T. Evans, KSC Mfg. Shops, Plant 83; France B. Henry, Jr., and Finley W. Johnson, Elect. Fab., Plant 55; Wm. R. Mytko, and John Transue, Final Assembly, Plant 1; Bernard Ricci, Machine Shop, Plant 3; Howard E. Zabawa, Accounting, Plant 55.

Chess note

On Friday, October 20, the Long Island Chess League will launch an intermural tournament and for the first time, Grumman will be participating. About 12 clubs are competing for the league title, according to Alex Ikonnikow. "We regularly meet every second Friday, 8:30 to midnight, in Plant 30 Cafeteria," he announced.

Appoint Markarian manager of Space Shuttle Program

Don Markarian, Grumman's LM Program manager since 1968, is the new Space Shuttle Program manager, reporting to Vice President Tom Kelly, director of Space Programs. He will see the LM Program through the final Apollo 17 mission in December.

Markarian is in Plant 25 on Ext. 6180.

Markarian came to Grumman in 1966 from the Martin Company, where he was launch vehicle technical director of the Vanguard Satellite launch vehicle. His total background before joining Grumman included 26 years in the aero-

Don Markarian

space industry, in flight engineering with Chance-Vought and aerodynamics engineering with Fairchild Engine & Airplane Corporation before going with Martin.

At Martin he was Program manager for one of the Mace surface-to-surface missile programs. He also worked on the Saturn S-IV stage proposal and other launch vehicle activities. The early years at Martin were spent in various aero dynamics and propulsion engineering assignments on both aircraft and missiles.

He is a graduate of New York University, class of 1944, in aeronautical engineering, and his military service was in the Army Air Corps. His first assignment at Grumman was on the Voyager proposal effort, of which he was Program manager. He then moved over to the LM program for four years.

Markarian and his wife, Virginia, live in Oldfield. Their two daughters are Karen Benedict of Rochester, N. Y., and Janet, a student at Rochester Institute of Technology.

Ask WATS users to keep calls brief

Now that Grumman has added new WATS (Wide Area Telephone Service) circuits, as reported in the September 22 Plane News, the Communications Department is asking that users of the WATS lines be brief.

"Our latest survey of WATS usage indicates the average call duration is 9.5 minutes," they report. "A reduction in the duration time of each call, or the placing of it at a time other than the heavy traffic hours between 9 a.m. and 4 p.m., would allow more calls to be made over this service."

WATS is accessible to unrestricted line users through dial codes 54 and 56. The 54 area code and seven-digit number is for Connecticut, Delaware, Massachusetts, New Hampshire, New Jersey, eastern Pennsylvania (codes 215 and 717), Rhode Island, and Vermont. The 56 WATS area code applies to most other states, as Plane News indicated.

"It is imperative that these or other Grumman telephone facilities not be utilized for personal calls," Communications emphasizes.

CALENDAR of events

Notice of events for period Oct. 27 - Nov. 10 should reach Plane News by Tues., Oct. 31.

Am. Radio Club: Wed., Oct. 18, 5 p.m., WA2LQO Shack on roof of Plt. 5. E. Goodman, Ext. 87125.

Amer. Inst. of Aero. & Astro.: Tues., Oct. 17, 6 p.m., C. W. Post College, Greenvale, N. Y., dinner mtg, spkr. Scott Crossfield, Eastern Airlines on "Future of Northeast Corridor V/STOL Transportation." Ann Mather, 531-2310.

Amer. Prod. & Inventory Ctl. Soc.: Tues., Oct. 17, 6:30 p.m., dinner, Holiday Inn, Plainview, spkr. Paul Rosa Jr., Perkin-Elmer Corp., on "Appl. of a Mat'l. Rqmts. Plng. Sys." Norm Heilweil, Ext. 7629.

Amer. Soc. for Metals: Wed., Oct. 18, 8 p.m., Cocktails, 5:30 p.m., dinner, 6:30 p.m. Kings Grant Motel, Plainview, spkr. James Clark, Chief of Struc. Des. of Fairchild-Republic on "Fairchild-Republic Safety Car." Joel Greenspan. Ext. 7351.

Coin Club: Every Wed., 12:05 p.m., Vendor Conf. Rms., Plt. 25. Ken Hale, Ext. 1936.

Dance Club: Beginners, Tues. evgs., 8:30-10 p.m., St. Francis of Assisi, Northgate & Clay Pitts, Greenlawn, intermed., Thur., 8:30-10:30 p.m., Portuguese Amer. Hall, 306 Jericho Tpke., Mineola, $2/session. Len Luke, Ext. 1438.

Duplicate Bridge Club: Every Thurs., 5:45 p.m., Plt. 18, ACBL sanction, partner guar. Dan Panshoukian, Ext. 2798.

Ex-Servicemen's Club: Wed., Nov. 8, 7:30 p.m., Plt. 28 audit., reg. mo. mtg.; vets' counselor avail after. Thurs., Ext. 2814. Al Kordula, Ext. 87259.

Fencing Club: Mon. & Thurs., 5 p.m., Plt. 30 cafe, instruction & competition. Geo. Kegney, Ext. 7541.

Flying Club: Fri., Oct. 13, 5 p.m., Plt. 28 audit., nomination of offcrs. Stan Kalemaris, Ext. 7341.

Retiree Club: Fri., Oct. 27, 12:30 p.m., Holiday Manor, lunch. mtg. GAA, Ext. 2133.

Rod & Gun Club: Sun., Oct. 15, Grumman fac. at Calverton, 10 a.m. W. Monahan, Ext. 84214.

Soccer Club: Sun., Oct. 15, 2:30 p.m., Grumman vs Port Washington, practice every Wed. S. Mayors, Ext. 2400.

Soc. of Mfg. Engg.: Mon., Nov. 13, 7:30 p.m., Grad. Ctr., Polytech Inst. of Bklyn., spkr. K B Morrison on "Value Ana & Die Cast Design." Dick Knoll, Ext. 84040.

Stamp Club (Bethpage): First 3 Wed. of mo., 5 p.m., Plt. 30 cafe, circuit bk. sales, swap, auctions, discussion, gen. & spec. collector, dr. prize. E. Manaker, Ext. 3513.

There might have been a time when the team's autographs would have been painted on the last airplane of a series. At Kennedy Space Center Richard Kupczyk, Spacecraft foreman, suggested a signature board and the LM Manufacturing gang, feeling sentimental over their last LM, inscribed their names. The poster proclaimed, **"This may be our last but it will be our best."** Roy Erickson, Spacecraft supervisor, composed the message:

"Our caption pretty much sums up the feelings of the Grumman personnel preparing LM-12 for the last mission (December) of the Apollo Program.

"Most of the people involved have been here from the very beginning. With each successful mission, they have demonstrated the traditional Grumman effort which has earned the company an 'E' for excellence. Success doesn't come easy. It demands a great deal of effort from everyone, but it certainly has its rewards.

"How proud we all were with each successive flight. When the Eagle landed on the moon, what a tremendous feeling of accomplishment each one of us felt. How about Aquarius, the 'lifeboat'? Weren't we all filled with gratitude and pride to know that our product, through the efforts of all of us, provided the way home for the courageous men on board, the happiness of their families and of people all over the world?

"What a feeling of accomplishment and being part of history this program has provided to us all.

"Soon it will be over for us. Soon the Team will disband, a Team second to none! What a record we've left behind for those who follow us into space, as we followed Mercury and Gemini.

"Good luck to you who follow us. Keep them flying. We'll be back!"

Grumman captures 10th straight L. I. Industrial net crown

Nineteen seventy-two is going to be a tough act to follow for coach Mitch Rosenbaum and the members of the Grumman tennis team. After all, how can you improve on the record: the A squad earned its 10th straight L. I. Industrial league championship, and the team it beat to attain that honor was the Grumman B squad.

It was the first time that Grumman had entered two teams in Industrial competition, and the results speak for themselves. The A squad, entered in the Blue division of the league, finished with a perfect 12-0 season's record, then went on to defeat the B team in the final playoffs. The Bs closed with 11-1 in Red division league play (their only loss was to the A team).

In the final playoff for the league title, the A squad defeated the B team, 3-1. One match was curtailed because of darkness. The results: Alex Kirillin and Bill Wenzel defeated Joe DiStefano and Dave McKendrick, 6-3, 6-1; Tom Adee and George Salt defeated George Patterson and Pete Shyprykevich, 6-2, 6-2; and Dick Reade and Don Bohling defeated Norm Dvoskin and Lee North, 3-6, 6-3, 6-2.

For the Bs, Bob Bentler and Dick Bergman defeated Jacques Crouzet-Pascal and Jay Leng, 6-3, 7-6. The As' Val Kirillin and John Hsu and Gerry Fogel and Andy Kaufmann of the B squad were at 4-6, 7-6, when the match was called because of darkness.

And still champs. Members of Grumman A tennis team, winners of their 10th straight L. I. Industrial championship, include Mitch Rosenbaum (coach), Dick Reade, John Hsu, Jay Leng, Al Kirillin, Tom Guarino, George Salt, Don Bohling, Val Kirillin (captain), Jacques Crouzet-Pascal, Tom Adee, Bill Wenzel. Not present: Grant Hedrick, Dick Kline, Charlie Kirbow. (Photos by Marie Trimborn)

Next time? Winners of their division—and runners-up in league title playoff, B squad members are (standing) Steve Hack, Gerry Fogel, Andy Kaufmann, Norm Dvoskin, Lee North, Mitch Rosenbaum (coach); (kneeling) Phil Goldberg, Bob Bentler, (captain), Dave McKendrick, Joe DiStefano, Dick Bergman. Not present: George Patterson, Herb Seaman, Pete Shyprykevich, Al Ghoreyeb.

Sports notes

The gestation period of an elephant is 22 months—fortunately not everything takes that long to reach a conclusion. Take the annual GAA doubles tennis tournament. That took only six months. And, as Mitch Rosenbaum phrased it, "as the sun sunk slowly into the west," Tom Guarino and Al Kirillin breezed past Dave McKendrick and Joe DiStefano, 6-0, 6-3, to capture the tandem title. Whew! Next year let's start the play on January 1.

Still a winner

Fred Hermann has gone west but wants to be remembered to his former varsity teammates in the only way he knows how—as a winner. Fred, now based at Point Mugu on the F-14 Program, won the singles title in the 1972 Point Mugu base tourney recently by edging his opponent, Lee Johnson of Hughes Aircraft, 6-4, 8-6. Fred captured the Grumman singles title in 1971.

Ray Mandrazzo, another Grummanite, teamed with Johnson to take the doubles crown.

Johnson 'shoe champ

Although it took Floyd Johnson a while to warm up—he lost the first two games, 8-21, 11-23—the horseshoe pitcher from Plant 3 began to groove his throws after that to sweep the next three games and the singles championship at Bethpage. And he knocked off a former three-time champ to do it. Floyd won his title on the strength of a 21-13, 24-9, 21-11 comeback victory over Harold Wilson, who had been a three-time winner at Plant 27 in Wyandanch.

In doubles competition, Fred Allen and Hugh Donovan, former titlists from Plant 3, combined to win another crown this year with a 21-4, 21-18, 21-2 match victory over Harold Wilson and Henry Geiser.

Golf windup

Dick Moulton and Ernie Neves finished with 42 and 43, respectively, to headline play in the Bearcat golf loop, but it was Tom Schindler and John Dalessio who brought away the big prize—first place in the final round of competition. Moulton and Warren Pottenberg earned runner-up laurels, while Ed Zakshevsky, a fill-in the session, fired three birdies and closed with 41 on the nine holes of play.

In the Nite Owl league, Jerry Paul earned top honors for the season in handicap play, and was followed by Ski Szwejkowski and Cappy Capanigro. In the windup, Szwejkowski scored 88, Capanigro, 89, and Paul, 102.

Discount tickets

GAA is selling tickets to the Long Island Chiefs, final three home games at Hofstra Stadium at a 50 percent discount—$4 reserved seats for $2. The dates: Chambersburgh Cardinals, Oct. 14; Hagerstown Bears, Oct. 21; Portsmouth Neptunes, Oct. 28. Call Mike Cherry, Ext. 2133 for further information.

Switch tryout site

The basketball league tryouts for the Monday night league have been switched from the Broadway school in Bethpage to the Charles Campagne School. Call Chet Baumgartner, Ext. 2133, for details. Chet can also fill you in on practice schedules and tryouts for the Grumman varsity basketball team.

Zyniewski, Placenza two-timers

Bernie Zyniewski and Joe Placenza have something going for them, and over the past couple of years the combination has produced some impressive statistics. Take 1972. Bernie and Joe captured the annual handball doubles tourney, then went on to grab off championship honors in paddle ball play, too. Not bad, not bad.

Zyniewski and Placenza stopped Sam Ferrantino and Nick Bincarowski by 21-13 in the handball finals, which culminated a swift trip through four opponents in the field. Earlier they had rapped John Geremia and Bob Montague by 21-11 in the semifinals.

The twosome made it a double triumph by dropping Vic Basso and Ed Krol, 21-15, to wrap up the paddle ball championship at Bethpage. In the semis it was the same story: Zyniewski and Placenza stopped Basso and Krol by 21-16.

High scoring in GAA pin loops by Piacentini, Dija, Berardino

Phil Piacentini could hardly be blamed if he decided to rest on his laurels for awhile. He got back into action early this season by firing 256-232-213-201 for a sparkling 902 in one of the opening sessions of the Masters league, thereby setting up a formidable record for the rest of the league to shoot at this year, and also picking up an ABC "700" award for the barrage (the first three games are compiled for that distinction).

Phil Piacentini
Masters scoring leader

Ted Dija and Frank Berardino didn't waste much time either— Ted fired 279 in the Black loop and Frank did the same in the Tuesday Mixed to set up imposing game records. Dija closed at 635 and Berardino finished at 600. Joining Piacentini on the Masters' honor roll were Ray Zeller, 223-223-838; Ray Sutton, 222-841; and Jack Nielsen, 248-844. . . . In the Black loop, other standouts besides Dija were John Lampasone, 211-600; Walt Stehlin, 236-204-203-643; and Vin Iannacone, 222-204-203-629.

Dudonis on target

The Classified circuit welcomed in a new season, and who stepped to center stage?—why Bob Dudonis, of course. Bob, who's been racking up pin records with regularity in the league, jumped off to a 657 on 212, 222, 223 in an early round. He was followed by Ray Fischer, 200-581; John Donovan, 212-562; and Bob Ingram, 560. . . . In the Rocket league, where the weekly report looks as complex as a launch schedule, Larry Schneider put together 220-610 and Paul Havekotte hit 220 in the early going. Other bright spots: Dom Bello's 200-586; and Havekotte's 543. . . . Fred Loo's 254 and Bud Earhart's 592 led the Classic scoring.

The young shall inherit . . .

Young Kenny Smith (no, not that one, he's the "older" Kenny Smith, now) broke into Trader play with a 236, followed that with a 616 in a later session, and now holds both individual league records. Young Ken hit 208 and 228 in his record series. Frank Nelson fired 611 and a 201-218-588, while others faring well were Hal Ebert, 235-591; Jim Burgess, 200-583; and Tom Wright, 571. . . . Ruth Finno took league scoring honors from Walt Bruckert, 214-211, in a recent session and just missed doing the same to Bill Kallansrude, 522-524. Earlier, Ruth hit 207, Mike Pelehach, 231; and Mike Viafora, 561. . . . Paul Grossi's 234 and John Benz's 599 were Bearcat bright spots.

Red stars reach '600'

It took awhile for the Red keglers to find the "600" mark but in the fourth round it finally happened—Walt Cooper hit 626 and George Eyring 623. Cooper's came after 244 and 208 games, while Eyring amassed his total with help of 244 and 211 scores. High game for the night and season belongs to Milt Guttenberger; he shot 573 with a 254 single. . . . Bill Swinson's 234-558 and Dan Aquilino's 203-555 highlighted Aerospace competition, and in the Patchogue Mixed loop, Gene Burgess's 205-557, Ken Becker's 200-542, Joan Burgess's 497, and June Erickson's 480 led the scoring.

Pin roundup

Rounding out the returns: **Nite Owl**—Rudy Dunkley, 257-580; **Woodbury Mixed**—Herb Pirkl, 213-557; Joe Glasser, 567; Marie Prochaska, 450; Ken Camidge, 235-604; **GDS**—Ralph Lambiase, 200-213-595; Art Grey, 543; **Hawkeye Mixed**—Lou Willen, 234-531; Joan Reid, 238-540; **Gray**—Don Ragas, 230-202-610; Phil Martorella, 206-580; Bob Mihok, 202-576; **Syosset Mixed**—Ed McGovern, 234-571; Rich Gornik, 564; Monica Wojtyniak, 500; Anna Wicks, 500; Rita Mathia, 500.

Signing up. **GAA director Bob Benn wields a quick pencil while registering tourney participants at the Blue course at Bethpage State Park. Kickers tournament drew 66 golfers.**

Roscigno low in kickers tourney

Caesar Roscigno finished with 40-34-74 on the Red Course a couple of weeks ago to lead the scoring during the annual GAA kickers tournament at Bethpage State Park. Roscigno, a former varsity golf team member, edged Bill Bartoszak by three strokes for low-gross honors.

Sixty-six golfers participated in the event held on the Red and Blue courses at Bethpage on September 28. Winners included: low-gross seniors, Matty Baron, 39-42-81; low net seniors, Leon Kaprinski, 85-11-74; low net, Len Trifaro, 79-8-71; second low-net, Bill Suppa, 77-5-72; ladies low-net, Emma Fix, 130-60-70; longest drive (Blue), Bob Brown, 248 yards, (Red) Bartoszak, 250 yards; closest to pin (Blue) Bill Domjan, 15 feet; (Red) John Tait, five feet.

Kickers prizes—golf accessories of all types and assortments—were distributed following the 18-hole match, with a buffet supper concluding the day.

Misfits knock off Oldtimers for Plant 1 title

Many a story has been told of those who, with unflagging hope in their hearts despite previous defeats, somehow rise from the ashes of futility to become winners. A poignant, happy-sad experience it is, especially when you stop to consider the Great Ones, like an Ernie Banks of the Cubs, who didn't see the heady glow of the championship. . . .

It was almost that bad—a washout, so to speak—but finally out of the mutual mauling came the Misfits, and after 14 years of softball play, Hank Szubzda and Frank Leach were aboard as members of the winning squad at Plant 1. Happy as pigs in mud, as Ernie Ford used to put it.

And winning wasn't easy. The Misfits pushed across a run in the top of the first but their scrappy opponents, the defending Oldtimers, chalked up six tallies. Now the Misfits got mad and banged out 12 runs . . . and the Oldtimers retaliated with eight runs to take a one-run lead. It didn't stand up: as the third inning went into the record books, it was Misfits 18, Oldtimers 17. And when the end came, it was Misfits 26, Oldtimers 20. Real pitchers' duel.

In Tuesday after-hours action, the Woodpeckers and the Jets were locked in do-or-die struggle. That fearful pressure was on the Jets after the Woodpeckers had slammed them down 9-3 (featuring Marty Hanlon's grand slam) in a previous outing. Now each team had won one and lost one, and the stage was set for the finale. And after three innings, it was 6-0, Woodpeckers. At the end of six, it was 14-2 as Hanlon blasted a homer with a mate aboard and Bob Ogilvie had a circuit clout with two aboard; and there'd been doubles by Ogilvie, Charlie Esposito, and Pete Viteritti. In the bottom of of the seventh, the Jets showed their dissatisfaction with the state of events and opened fire. Gallantly did they fight back . . . but six runs were far from enough and they succumbed, 14-8. It all seemed foreordained: how in the name of softball could the Jets hold off a team whose members sport batting averages like .571 (Esposito), .550 (Stu Kornreich and Joe Vosefski), .450 (Viteritti), and .435 (Ogilvie)? More like a canoe challenging a battleship.

Cats Owl champs

Then there's a case of the Tomcats of Plant 1 vs the Flyers of Plant 4 in Nite Owl play. In this three-to-win series, the Flyers flew to the lead by bopping the Tomcats in a hardly tidy contest, 30 to 17. The Tomcats drew even with a 14-4 win in the second contest as Jim Litterello and Lloyd Bigby each hit one over the fence. On they moved to game three: the 'Cats got two in the top of the first, but the Flyers got four in the bottom half. After two innings, it was even, 4-4, and after three innings they were tied, 5-5. The 'Cats picked five tallies in the fourth, the Flyers only four. They matched zeroes in the fifth, and in the sixth it happened as the Tomcats scored 5. Alas, the Flyers got only two in the bottom half and absorbed the loss, 15-11. Hitting stars were Bill Worth, who homered, and Gene Piwowar and Jack Nuccio, both of whom contributed two doubles each. That put it squarely up to the Flyers, who had to win the next set-to to stay alive. And the Flyers drew first blood, going ahead 1-0 in the third . . . only to be smacked in the kisser in the bottom half by a six-run outburst. The Tomcats piled on three more in the fourth, but that was cream on the cake. When it all ended, it was Tomcats 11, Flyers 2, and from out of the past the Flyers heard the lament of the darling Bums, the Brooklyn Dodgers, "Wait till next year . . . "

In the scrap between Flight Development and What's Left at Calverton, the last word we had was that "What's Left" had a lot left. In the series opener, a triple by Phil Gribbons, two doubles

(Continued on page 14)

Bracelets providing reminder—POWs never have a nice day

As the Vietnam conflict "winds down," there may be a disposition to forget about it—a tragic mistake because we do not yet know about the fate of many prisoners of war (POWs) or men missing in action (MIA).

Something is being done to make sure that Americans will keep the pressure on Hanoi to release the POW/MIAs, in accord with the Geneva convention: VIVA (Voices In Vital America) has, among other things, designed and made identification bracelets that honor the man whose name is inscribed on them, and the date that he was lost. The idea is a simple but powerful one:

The bracelet "should be worn with the vow that it will not be removed until the day the Red Cross is allowed into Hanoi and can assure his family of his status and that he receives the humane treatment due all men," says VIVA, a non-profit, volunteer organization maintained solely by individuals.

The nickel-plated bracelet costs $2.50, and if you want one, just get in touch with these plant representatives: (E) Eileen McKenna or Lorraine Latini, Ext. 86000; (3) Charlotte Biggio, Ext. 3021; (4) Vin Fasanella, Ext. 2661, or Ernie Neves, Ext. 86297; (5) Dave Dudenhoefer, Ext. 1001, or Charlie Sheets, Ext. 3354; (7) Calverton, Valerie Bucccino, Ext. 336; (12) Charlie Smith, Ext. 2725; (15) Dick Woenick, Ext. 2112; (25) Pat Antoniou, Ext. 9176; (30) Dave Schrader, Ext. 1822; (34) Tony Mancuso, Ext. 87205; (34C) Carl Amata, Ext. 3410; (35) Mike Petralia, Ext. 3119; and (50) Washington, Grace Szymanski, Ext. 1700.

Although they are not stocked at any of these locations, copper bracelets (unlacquered) are available, for a $3 donation, by writing to VIVA, 10966 Le Conte, Los Angeles, Calif., Zip 90024.

In addition to motivating Americans to recognize clearly the plight of American POW/MIAs by wearing these bracelets, VIVA (among other things) buys advertising space on 25 million matches per month, sends POW/MIA information to college newspapers, helps to supply materials and arrange for speakers and plan about 250 POW/MIA programs a week in such areas as shopping centers and schools, places ads with a clip-out letter to Congress in 70 major newspapers across the country, and answers approximately 2,000 requests for literature and information per day.

Remember them! Charlie and Carol Smith display the nickel-plated bracelets they wear to honor Americans who are either in prisoner-of-war camps or missing in action in Vietnam conflict. (Photo by Harry Prodromides)

Set 'Mum' show for Oct. 19

On Thursday, October 19, in Plant 3 Cafeteria the Grumman Garden Forum will present its fall flower show, with chrysanthemums and dahlias and fruits and vegetables affording lots of color and interest. Novices will be competing against each other as well as against the more experienced entrants. These are the classes: single mum; single spider, spoons, quills; single spray; single dahlia; assortment of mums (five to 10 blooms); single seasonal flower; seasonal assortment (five to 10 blooms); fruits and vegetables; Novice Class (mums and arrangements); arrangements (any type).

Plant 36 tour

Bill Zarkowsky, Vice Chairman of the Board of Grumman Aerospace, toured Plant 36 a couple of weeks ago to view the production work there and chat with some of the people at Garden City.

Zarkowsky, who once was director of the E-2 Program, must have felt at home while examining E-2C cockpit enclosure (above) with Roy Schaub, Mel Lagner, Walt Cerioli, and Al Proscia. At right, Bill is inspecting F-111 aft section with Jim Erickson, while below, Zarkowsky, Vice President Tom Rozzi (2nd L) and Cerioli take time out to chat with Matt Dewey and Bob Houston, who were working on E-2C sub-assembly.

Wanted

FURNITURE: Wicker, for liv. rm. CH 9-4067.

UNIFORMS: Navy chief petty officer, 34 waist, 44 reg. coat. 589-0765.

ROOM: Furn., pvt. entrance, TV, Bethpage. WE 5-3871. after 3 p.m.

ROOMMATE: To share apt., Riverhead, $90/mo. 212 AS 4-0492, leave name & phone no.

TRAINS: Lionel & American flyers, for cash, any cond. & age. JU 4-6771, from 4-12 p.m.

FLUTE: Good cond., reason. WE 1-4291, after 5 p.m.

CAMP TRLR.: '69-72, excellent cond., propane tank. HR 3-4477.

PIANOS: Used, any condition, will pay cash. 888-7949.

HOUSE: Garden City area, one mile Waldorf Sch. (Adelphi Univ.) min., 4 bdrm., 2 bath, under $50,000. 333-5223.

DOG HOUSE: Lge., suitable German shep. WA 1-1029.

DOG HOUSE: For small dog, clean, good cond., well insulated. 884-1236.

WINTER COVER: Or tarpaulin w/tie-down grommets for 23 ft. boat, good cond. TU 8-5177, after 4:30 p.m.

REFRIGERATOR: Mini. 735-0602, evgs.

BENCH LATHE: Good cond, or repairable, 6-8 in. swing. 643-3062, after 5 p.m.

ROOMMATE: Riverhead, male, $90/mo. 212-AS 4-0492. Lv. name & phone no.

CHINA CLOSET: Older type preferred. WE 1-1745.

For Adoption

PUPPY: Dalmatian Labrador, 9 mos., spayed female, all puppy shots, housebroken. P. J. Buddine, Ext. 7310.

For Rent

APARTMENT: Copiague, 4 lrg. rm., pvt. entr., $235/mo. & security, immed. occup. MY 1-6430.

APARTMENT: Furns., Lake Ronkonkoma, 4 rm., sun porch, bath, util., wood brn. firepl., lrg. rms., immed. occup. JU 8-7883.

ROOM: Lrg. furn., TV & bath, pvt. entr., gentleman preferred. 938-3512, after 3 p.m.

HOUSE: Reeves Park, Riverhead, walk to Sound, 4 bdrm., fully furn., $200/mo. plus util., Oct. - June. 766-7668.

ROOM: Furn., double or single, East Meadow area. PE 1-3703.

MOBILE HOME: Furn., to share w/Grumman engineer, separate bdrm., air cond., heat, all util., $87.50/mo. 666-9473.

ROOM: Clean, pvt., furn., Hicksville, 3 min. from Grumman. 935-2466.

APT.: Four rm., 2 bdrm., lrg. eat-in-kit., liv. rm., bsmt., pvt., heat incl., $250/mo. IV 9-4248.

APT.: Four-six rm., pvt. entr., gar., yd., Nov. 1 occup., $225/mo. 623-2603.

ROOM: Lrg., clean, nr. Pl. 30, gentleman only. 938-4147.

CONDOMINIUM APT.: New, 2 bdrm., liv. rm., kit, din. rm., new carpeting, pvt. swim. pool, playgr., ½ mi. L.I.E. exit 57, $265/mo. 731-3083.

HOUSE: One fam., Pt. Jefferson, 6-9 mos., fully furn., all appli., reason. 473-8677.

APT.: Wantagh, 4½ rm., nr. shop. & Grumman, prefer mature bus. couple, Dec. 1 occup., $225/mo. 226-5256.

Car Pool

ISLIP: Vic. of, to Bethpage plants, 8-4:30. JU 1-3584.

PLANT 15: Or vic., to Bronx. 212-298-0668.

RIVERHEAD: To Plt. 25, 8:12 - 4:48 p.m. 728-2772.

FOREST HILLS: Yellowstone Blvd. to Plt. 35, 8-4:30 p.m. 212-793-6540.

Lost

TIE CLIP: Open end box wrench, (word SNAPON in center) vic. of Pl. 6 park. lot or Pl. 7 warehouse. 727-8534.

For Sale

DODGE: '67, lt. green, pwr. steer. & bks., bucket seats, blk. vinyl top, $950. 472-0909.

FIAT: '69 red 850 Spider, 30,000 mi., new wide oval tires. less than 800 mi., in rear, needs clutch, $825. 587-9480, after 5 p.m.

For Sale

VW BUS PARTS: 4 tires, 2 snows, 2 reg., 1 auto book for '68 or '69, 1 send. unit for 4 cyl. eng., new plugs, condenser, others, all $35. Steve Bresin, Ext. 7786.

DRYER: GE elec., 5 yr., $85. 667-0128, after 5 p.m.

MOTORCYCLE: '72 Jawa, M23, 1 cyl., 4.5 hp, new, never used, ask. $200.; Buick '69 Le Sabre 400, 2-dr., hdtp., pwr. steer. & bks., air cond., snows, $1,900. 667-1556.

HAM GEAR: Gonset communictor III. 2 meters, 11 element Cush-Craft, crystals, all, $75. LY 3-7697.

BOAT: '69 fbgl., 16½ ft., Lawson, 90 in. beam, open bow w/seats, elec. start, inst. panel, 12 gal. inbd. gas tank, c.g. equip., comp. navy top & side canvas, '69 Johnson 55 hp eng., '69 Dilly trlr., $1,975. 269-9481.

VW: '60, $125. PY 8-3937.

HOUSE: East Meadow, 3 bdrm. cape, lrg. plot, low taxes, xtras, $27,500. 826-4829.

HOUSE: Ronkonkoma, 3 bdrm., over ¼ acre, new fence, non-development. 588-5208.

For Sale

HOUSE: Islip Terr., 3 bdrm. ranch, liv. rm., din. rm., finished. bsmt., fully landscpd., chain link fence, patio, s/s, gar., E. Islip sch. dist. 277-3034.

BOAT: 23 in. fbgl. Chri Craft, S/S, depth find. HA 7-7882, after 7 p.m

SKI DOO ELAN: '71. SU 5-8025

MINK STOLE: Tourmaline, $200. 581-8115.

AUTO PARTS: 4 Goodrich tires, 8.25x15, used, $15; VW carb. for '66-67, type II, new, $15; VW fuel pumps, new, for models 1200 & 1300, two $14. WE 1-8175.

PROPELLER: Club test stand., 4 bladed wood, 5 ft. diam., 6 in. hub., ask. $100. 727-7181.

CORVETTE: '59 hdtp., 427 cu. in., Holley, Edelbrock, Vertex, Jardine, b&m, must be sold, st. or strip; Buick, '66 V6 eng., $50. 269-9188.

ORGAN: Estey electronic chord, full rhythm sect., bench, books irc., $300.; accordion/case, 120 bass, $100. IV 1-9746.

AUSTIN AMERICAN: '68, needs trans., tires good, $50. WE 8-4524.

For Sale

HOUSE: Dix Hills, farm ranch, 4 lrg. bdrm., liv. rm., 2 full bath, full bsmt., 2 car gar., 1 1/3 acre, no develop. HA 1-5678, after 5 p.m.

BOAT: 28 ft. Zobel, '62, 215 hp, galley, dinette, stand-up head, 55 watt, s/s, camper back, ask. $3,400. MO 7-3043.

HOUSE: Commack, colonial hi level, 8½ rm., 4 bdrm., 2½ bath, pool, wet bar, w-w, intercom, central vacuum, fenced, patio, awing, undergr. sprinkler, firepl., fresh paint, ¼ acre, appli., $43,900. 543-8253.

POOL TABLE: Leval, no. 482 Riviera model w/cover, cues & rack, $50. WA 2-6589.

TURNTABLE: Hyst. synchr. motor, base & GE war. select. cartridge, $25. 757-8535.

BOAT: '70 Sportscraft, 19 ft. fbgl., 85 hp Evinrude, elec. start, sleeps 2, marine head, xtras. AN 1-5408.

BOAT: Owens 24 ft., Flagship 220, depth find., compass, galley, head, sleeps 5, winter cover, xtras. CH 9-4319.

BOAT: '68 Larson 17 ft. fbgl., 80 hp, Johnson motor, navy top, back cover, built-in 18 gal. gas tank & 6 gal. gas tank, ex-long Cox trlr, all roller, $1,700. 666-0946.

BOAT: Aux. Sloop Columbia 34, '71, loa 33½ ft., lwl 24 ft., beam 10 ft., headrm. 7 ft., Ulmer mainsail, jib, genoa, sail cover, Palmer 22 hp, sleep 7, ped. steer., fully equip. cruis., new cond., $20,990. 822-3214.

HOUSE: Lindenhurst, S. Montauk Hwy., mother-daugh. split, 3 bdrm., liv. rm., din. rm., eat-in-kit., built-in appli., 2 air cond., w-w, 1½ bath, 16x20 palousie patio, gar., 100x100 fenc., alum. side & brick front, undergrnd. sprinkler. 884-0660.

FURNITURE: Teen-age, corner desk, 2 bkcases, two 3-draw. chests, all blue & wh., reason. 694-7349, after 5 p.m.

KELVINATOR: Refrig./freez., 2 dr. top freezer, 14 cu. ft., 31-28x65, $50. OV 1-1593.

CHAIRS: Four wood, for kit., $20. 588-6364.

MOTOR: Outbd., '64 Mercury, 100 hp, short shaft, $250. 269-6829.

PROPERTY: Interlachen, Fla., lakefront, 1½ acre, 200 front. on clear lake, heav. wood., access. all year, elec. lines, septic tank, well, sm. dock, 8x30 ft. trlr., unfurn., $10,800.; mobile home, 12x60 ft., unfurn., '69, avail. on property, or will move, $3,500. Lee Dubey, Ext. 6143.

GREENE CO.: 3½ acre, for hunt. or ski, low taxes, cleared land, $7,000. 248-8990.

CADDY: '65, 4-dr. Calis, all pwr., air cond., low mileage, $925. MO 5-6033.

PONTIAC: '68 Le Mans, 2-dr. hdtp., vinyl roof, 8 cyl., 389 c. i., pwr. steer & bks., 4 new wide oval tires, low mileage, no dents, firm, $1,300. 421-1642.

HEATER: Kerosene, Wards 35,000 BTU vented, suit. summer home; 14 chimney blks.; 25 gal. kero. & 55 gal. drum, $35. RO 4-8206.

TICKETS: N. Y. Islanders hockey, week-night games till Dec. 23. $7/game. 212-528-1799, a.m.

HOUSE: Bethpage, 4 bdrm. cape, attach. gar., cover. deck, pool, appli., $35,000, after 3 p.m. 935-6684.

CRUISER: Net 5 tons, cust. '31, Lathrop eng., low hrs., hyd ctrls., f.w.c., legal hd., short wave radio, elec. refrig., gas stove, 2 bunks, press. water, must sell, Sportman, boat yd. TU 8-5885.

TABLE SAW: Non-tilt., 12 in., 31x42 in. table on heavy wood frame w/dolly, adapt. for cut. firewood, $30. 751-3814.

HONDA: '70 CB350, access., $500.; canon, Fl 135mm, f3.5 lens, $75. OV 1-1193.

PUPPIES: Irish Setter, purebred, AKC reg., champ, stock, avail. Oct. 28. 543-4281.

CHEVY: '64 Wag., 4-dr., new trans., bks. & rear, $250. PY 8-3446.

RAMBLER: '65, auto., pwr. steer., 45,000 mi., $450.; Pontiac, Grand Prix, '64 full pwr., air cond., new tires, $350. 681-9577.

HOUSE: Islip vil., 3 bdrm. ranch, Bayberry Point s. of Montauk hwy., treed ½ acre, mod. kit., appli., lrg. liv. rm., din. area, den w/firepl., lrg. play rm. w/cathedral ceiling, deck, 2 full bath, fully lndscpd., $45,000. 581-0333.

HOUSE: E. Northport, lrg. cape, finished, Fla. rm., w-w, s/s, fenced, walk to stores & RR, low taxes, Bethpage 14.5 mi., ask. $33,500. 757-2378.

N. MASSAPEQUA: Ranch, 3 bdrm., lrg. eat-in-kit., liv. rm., fin. bsmt., 2 zone oil, h.w.h., GE appli., 63x95 cyclone fenced, 1 car gar., $34,000. PE 5-0176.

FORD: '64 Fairlane, V8, std. shift, needs motor/motor work, make offer; tenor sax., Conn profess., w/case & Otto link jazz mouthpiece, $225. AN 5-9508.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.

Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

MG: '71 Midget, 16,000 mi., tonn. cover, all cooler, sway bar, xtras, $1,500. 931-5981.

CEDAR CHEST: Lane, 42 x 18 x 29 3/8, $35; TV wood cabinet, $15.; Columbia stereo console, $35. Preitz, Ext. 1367.

CHEVROLET: '66 Impala, blue, 2-dr. hdtp., auto., V8, w/w, vinyl int., $675. 724-0309.

BOAT: '67 MFG, 12 ft., steer. & eng. controls, 18 hp Evinrude, outboard, comp. overhauled, xtras, $300. 473-3854.

CAT: Siamese Sealpoint, female, 1½ yr. HA 3-0878.

STAMPS: Breaking collection, plate blocks, 1st day covers, full sheets e.g., Gemini twins, Erhart air mail, U.S., foreign singles, sets, Vatican, Israel, San Marino. 732-4995.

MISC.: Surfboard "Rick," 9 ft. 6 in., $35; two bookcases 24 x 36, $12; Magnavox port. hi fi, $15; Keystone Instamatic camera, built-in flash, $10. Marie Kane, Ext. 3156.

FISH TANKS: Fully equip., asst. sizes, diatom filter, fish. SU 1-0311.

CORDWOOD: Split, seasoned ½ cord, pick up Smithtown area, $15, JU 4-6206, after 6 p.m.

CAMERA OUTFIT: Canon FT-B, blk., 35mm, f2.0, 50mm, fl.4, 100mm, f2.8, 200mm, f4.0, all Canon FD lenses new, $575. 212-923-8509, evgs.

CAMERA: Yashica mat 124 twin lens, reflex, 1 yr., w/access., $60. 277-1691.

HOUSE: N. Brentwood ranch, ½ acre fenced, 9 rms., fnshd. bsmt., gar., taxes, $985, w-w, $32,500. 273-2363.

DIN. RM. SET: Blonde mahogany table, 4 chairs, china & buffet, $100. 724-7048.

FURNITURE: Italian Prv. match. couch & chair, blue upholstry, best offer. 724-0743.

CHEVY WAG.: '64, std. shift, 6 cyl., $200. MO 7-6092.

PUPPIES: German shep., AKC reg., heavy boned, bred for temperament, all pup shots, male & female, watchdogs, $75. 586-3470.

LAWNMOWER: 20 in. Sears rotary w/grass catcher, $30. 549-4820.

COLOR TV: '57 RCA, 21 in. console, $50. 826-3643.

BARN: Germantown, N. Y., near Columbia Co., newly renovated, heat. & plumb., 2 upper bdrm., liv. rm. 25 x 35, furn., ready to move in. 826-2597.

CHARGER: '71 SE 440 magnum, 4 sp. trans., 4.10 rear, hd suspension, pwr. steer, bks. & windows, leather int., AM/FM tereo, Mallory dist., Holley 800 cfm carb, $3,050. 981-6497.

VW WHEELS: 4 hole, fits to '71 model, $15 pair. 732-1418.

PUPPIES: Cocker, AKC, champ. sired, shots, wormed, pet & show quality, bred for temp., 2 blk. males, $125-150. 928-0183.

BOAT: '66. 28 ft. Jersey skiff, flybridge, depth find., Chrysler 273, 210 hp, $4,100. 781-7696, after 5.

AUTO PARTS: 8¼ in. heavy duty, 4.10 ratio positraction rear, fit Plymouth or Dodge, $100.; two M&H race master slicks 11x15 in. automatic compound, $80. Wayne Becker, Ext. 9822.

RIDING SADDLE: English, $75. 667-0495.

PIANO: Spinet, full keyboard/bench, $450. 931-5307.

TABLE: Cocktail, heavy wood, 22x55 in. 2 yrs., $200. HA 3-4899.

MERCURY: '63 station wag., pwr. steer & bks., auto., 390 eng., $125. FO 8-6779.

FORD: '65 Galaxie XL, conv., 352 V8, 4 bbl., pwr. steer., auto., tint. glass, glass rear wind., shop manual, ask. $500. 586-8130.

HOUSE: Plainview, 8 rm., brick & stone split level, 1/3 acre, fully lndscpd., 2½ bath, 2 car gar., full bsmt. semi fnshd., appli., w-w, w-w mirror, immed. occup., ask. low $50s. 543-3760.

PENN YAN: 17 ft., 50 hp, Evinrude elec., still under guarantee, shoreline trlr., all safety equip., $1,650. AN 5-6927.

VW: '70 tan Bug, new tires, $1,380. 728,2772.

SAAB: '68, wh., orig. owner. 671-6693, after 7 p.m.

SNOW THROWER: Sunbeam elec. model DSA; 100 ft. exten. cord, $50. 473-9049, after 4 p.m.

SAILBOAT: Greenwich 24 keel) main, jib, genoa, spinnaker, bow pulpit, lights, 6 hp outbd., yard maintained. 277-3928.

BUNGALOW: Sullivan Co. N. Y., all util., screen. porch, 2 bdrm., pvt. lake. PY 6-3887, after 5:30. p.m.

LOT: Riverhead village, resident. area, all vil.-supplied facilities, 120 ft. front., 200 ft. deep. 727-6347.

MUSTANG: '69 Mach I, 32,000 mi., pwr. disc bks., 4-sp., AM/FM stereo radio, heavy duty suspension, 4 new poly. tires, xtras, ask. $1,600. Pl 6-1326.

PLYMOUTH: '63, 383-440 head & cam, 4-sp. Hurst, mags, chrome wheels, 2 sets slicks, 489 gears w/Detroit locker rear, elec. fuel pump., new Borg & Beck clutch, Ducoil dist., Mallory coil, gauges, $700 firm. 334-0906.

HOUSE: Massapequa, 3 bdrm., cape, center hall, eat-in-kit., formal din. rm., 2 car gar., fin. bsmt., wet bar, xtra kit. downstrs, lndry., w-w, woodburn., firepl., 100x100 plot, fully lndscpd., ask. $42,000. 799-1532.

For Sale

SNOWS: 2, 7.35x15 Fisk, $25; 2, 7.75-15 Guardian, $35; 2 wood fold. scrns., 3 panel., 13x72, $10, 17x72, $12; used ski boots, 8 MW Kastinger dbl. lace; 11 MW Molota dbl. lace, $15. 757-5755.

BOAT: '66 Beachcomber, fbgl., 16 ft., 50 hp Mercury outbd., trlr., $1,300. 921-0609, after 5 p.m.

BOAT: 18 hp Evinrude, '70 Cox trlr., $385. 724-4149.

HOUSE: Selden/Pt. Jeff. Sta., 3 bdrm. ranch, 1½ bath, din. rm., pan. den, eat-in-kit., lndry., gar., patio, 4 appli., nr. Smithhaven Mall, $31,99$. 732-1331.

FURN.: Liv. rm., uphol. chrs. & sofa, tbls., wall decor. 586-2263.

STEREO: RCA, hi-fi AM/FM radio & phono w/casters, ask. $75. 587-4413.

TAPE DECK: AKAI stereo mod. 360 D w/crossfield hds., access. & case of AMPEX tapes, $275. 727-7831.

CAMERA: Polaroid color pack II, used once, $19. 928-1043.

BABY ITEMS: Bilt-rite coach carr., playpen, crib, stroller, jump seat walker, swing-o-matic, $75. 732-5954, after 6 p.m.

TENT: Morsan's 10x13, '71 mod., $100. R. Wuestefeld, Ext. 1194.

FIV. RM. SET: Three piece sectional, Kroehler, $50. 273-3594, after 6 p.m.

TAPE DECK: Panasonic RS 795, auto. reverse, 7 in. reel, walnut case, $165. 586-6920.

BABY CARRIAGE: Bilt-Rite Park Ave., navy, coach, $75. 669-9022.

TRUCK CAMPER: '69 GMC, 29,000 mi., sleep 6, bath w/shower, refrig., 4 burn. stove, intercom, self contained, camper, $2,595, package $4,900. 277-9383.

DESKS: Two, small, steel, single pedestal, grey, $25 ea. RL 7-8362.

LENS: 100mm, f2.8, FD Canon for Canon F-1 & FT-B, new, $105. 212 923-8509.

HOUSE: Huntington, anch, 3 bdrm., din. rm., lrg. kit., bsmt., gar., lrg. treed prop., bsbd. heat, s/s, w-w $31,500. 427-1946.

COL. CAPE: Melville, custom built, 4 bdrm., lrg. eat-in-kit., din. rm., lrg. den, liv.. rm. w/firepl., 2 full bath, attach. 1½ car gar., wood. area, 1 mi. from pkway., xtras, 427-4362, after 6 p.m.

HOUSE: N. Babylon, hi ranch, 4 bdrm., 2 bath, 100x100, 6 yrs., $40,000. 587-2775, after 5 p.m.

For Sale

DOGS: German short hair pointers, AKC reg., $100. 277-1112.

TV: Zenith, 23 in., blk. & wh. console, 5 yrs., $150. 667-5599.

BOAT: '69 Sportcraft fbgls. cabin cruiser, 27 ft., twin 160 hp Mercruisers, depth find., AM radio, sniffer, synchr., deluxe int., dinette, sink, stove, icebox, fresh water tank, marine head/hold. tank, sleep 4, bow rail, outriggers, xtras, $7,500. L. J. Drace, Ext. 2061.

BOAT: 24 in. Truscott, 140 hp, inboard, Chrysler Marine eng., rebuilt, must sell, $375. 265-1293.

RIMS: Rambler American, 13 in., used 2 seasons for snows, negotiable, $10; shower base, Modulite fbgls., 32 x 32 in., wh., corner instal., nev. used, leakproof, $27,50. MY 1-5948.

JEEP: '69 Wagonaire, 4wd, pwr. steer. & bks., auto., rf., rk., 350 GM eng., low mileage, equip. for beach & towing, $3,200. 234-6383.

CARRIAGE: Bilt Rite, collaps., coach, navy & wh., matt. & access.; baby sled, Flex. Flyer, w/wheels, both for $25. 751-4923.

BICYCLES: Two, girls', 20 in. banana seat, 20 in. reg. seat, $10 ea. 234-0479.

PICK-UP: '70 GMC, ¾ ton, 8 ft. bed, 350, V8, 42 amp. gen, 3 sp. auto. trans., rear step bump., H.D. susp., H.D. batt., util. cabinets, trlr. pkg., ask. $1,800. 584-5914.

CYCLONE: '66 Mercury conv., glass rear wndw., mag wheels, R&H, 350 cu., 4 bbl., $750. 261-2645.

HAM STATION: Swan 270-B, transceiver, $300.; two el. tri-band antenna, mike, xtra spkrs., cables etc., $350. 261-2645.

SAILBOAT: Blue Jay class, 14 ft., jib-main sail, spinnaker, 100 lb. moor., new paint job, ready for water, $450. 921-5510.

HOBBY SHOP: Radio controls for boats, planes, cars, spare pts., rockets, balsa kit & plastic kits, H.O. train & pts. 842-5659.

HOUSE: South Setauket, 3 bdrm., ranch, new carpet., 5 appli., fin. bsmt., gar., 1/3 wood. acre. 473-1521.

RANCH: S. Huntington, all cedar, 100x150 breezeway, 2 car gar., 3 bdrm., firepl., bsbd. hwh, wood. area, lndscpd., low taxes, $34,500, after 5 p.m. 427-8348.

BDRM. SET: Highboy, dbl. dresser, mirror head board & ft. board, matt., box spring; kit. set w/4 chais; sew. mach. 822-3348.

Bavitz homers to pace Digit win

(Continued from page 11)

by Charles Tyler and one by Joe Pipp helped down Flight Development by a 6 to 3 score. Game two apparently was a secret affair, unreported, perhaps because of insecurity problems. In game three, Pipp was back, powering a brace of doubles as Dave Zaseski slammed one. Bill Flatley spun a three-hitter as What's Left rolled in victorious, 8-1.

The Digits in Wednesday National play, despite a three-run burst by the Jammers in the top of the first inning, tapped out an 8-5 win. Jim Casey and Joe Miller had doubles in this fray but the big gun was Paul Bavitz, who homered in the third. In the supporting cast were Tom Jenkins and Bob Schmidt, both of whom went three-for-three.

The least bombastic of all semi-final contests was between Willy's Warriors and the Side Lobes—although the Warriors had 12 hits, one of which was a four-bagger by Glen Spacht—as Willy's tripped the Lobes, 4-1.

Tee time. **Bill Bartoszak draws a crowd as he prepares to tee off during annual GAA kickers tourney. Bartoszak earned longest-drive award and finished runner-up for low-net honors. (Golf photos by Harry Prodromides)**

For Sale

HOUSE: Fla. waterfront, 4 bdrm., 2 bath, liv. rm., din. rm., Fla. rm., encl. patio, dbl. gar., central heat & air cond., nr. beaches & Patrick AFB, taxes under $400/yr., avail. June '73, $39,000. E. A. Calvelli, 350 Riverside Ave., Merritt 1, Fla., 32952.

HOUSE: Manorville, 6 rm., 3 bdrm., full bsmt., oak flrs., pan. din. rm., kit., liv. rm. w/carpet, pvt. fence, ¼ acre, $29,000. 727-7825.

MISC.: Colonial sofa, 90 in.; air cond.; small stroller, reason. 249-2526, after 5 p.m.

BIKE: 20 in., 5-sp. sport, hand bks., sissy bar, chrome fend., w/w, $25. 334-8547.

PLYMOUTH: '68 sedan, 4-dr., auto. trans., pwr. steer., air cond., $995. 724-6501.

WASH. MACH.: Hotpoint 16, fully auto., 5 yrs., $60. 433-6733.

TRAVEL TRLR.: '67 Shasta, 19 ft., self contained, sleeps 8, comp. w/Reese hitch, bks. control, xtras, $2,100. FR 8-5248.

VW: Bus, '63-64 eng., nine pass., windows, panel. int. no rot, fresh lacquer, $550. 775-7621.

SAILBOAT: '71 South Coast fbgls., dac jib & main Genoa tracks, 6½ hp seagull outbd., Porta-potti, sleeps 4, $3,500 firm. MO 1-3465.

CRIB SET: Childcraft walnut, 5 draw. set to match, $60. 293-8343.

REFRIG.: Frigidaire, 11 cu. ft., $50. 423-5145, after 5 p.m.

FRAME: Hitch w/1-7/8 in. ball for VW Sqback, Bolton-type, $15. JU 8-7084.

AMP.: Guitar, 100 watt top, 3 spkrs. in bottom, two 12 in. & one 15 in., must sell, ask. $125. HA 3-7657.

WHEEL CHAIR: E&J Hollywood model, comp. w/foot & leg rest, chair hi-metal table inc., $125; Canadian crutch, adjust., $10. 249-0856.

GUITAR: Blonde Gibson L7-C, ebony pick-guard w/case, $350; Fender Tremolux amp., $165. PE 5-7451.

CRIB: Childcraft w/matt., $35; tony hobby horse, RCA radio & phono., $10. OV 1-7891.

MISC.: Sofa & chair, $75; cafe doors, $10; car seat, $10; head board, $15. 549-5650.

MISC.: Two 1,500 BTU TRU-Wall gas heat., ea. $25, or $40 for both, oval table w/3 leaves, $15; VW, '63, $250. 751-3190.

GUITAR: Elec., 2 pick ups, tone & volume control, new strings, $25. 249-1641.

BOAT: Glasspar, 16 ft. Cutlass, 75 hp, Chrysler motor, all elec., Holclaw trlr., ask., $1,900. 864-4698, after 7 p.m.

SAILBOAT: '68 Corinthian, 19 ft. fbgl., cruis. sloop, '71, 4 hp Evinrude, moor., $2500. 421-9336.

HOUSE: Stony Brook, 12 rm. cedar shake, 9 acres, custom, 4 bdrm. w/slate foyer, wood peg. floors, 2 bow wndws., raised panel den w/firepl. & beamed ceiling, plus pvt. income apt. w/complete kit., high $50's. 751-2455.

HOUSE: Islip terrace, 3 bdrm. ranch, liv. rm. din. rm., eat-in-kit., finished bsmt., fully lndscpd., chain link fence, patio, s/s, gar., E. Islip sch. dist., $31,000. 277-3034.

BUICK: '68 Wildcat, 2-dr. hdtp, R&H, pwr. steer & bks., rear defrost. & spkrs., 38,000 mi., firm, $1,800. 924-3730.

MUSTANG: '70 Mach I, air cond., 351 eng., pwr. steer & bks., ask. $2,095. 883-2560.

CHEVY: '66 Impala, V8, pwr. steer, $675. FR 9-2083.

CHEVROLET: '65 Impala Sport sedan, 327 eng., auto trans., posi tract., radio w/rear spkr., $395. 785-1038, after 4:30 p.m.

DODGE: '72 Coronet, 4-dr. sedan, auto., air cond., disc bks., vinyl top, radio, pwr. steer & bks., clock, 4,000 mi. best offer. Pete Bandini, Ext. 87470.

MAZDA: '71 R100, Wankel eng., 2-dr., 4-sp., radials, radio w/pwr. antenna, tinted glass, 12,500 mi. David Rothschild, Ext. 1670.

FORD: '67 Country Squire wag., 9 pass., $400. 433-0790.

CADILLAC: '70 Eldorado, fully equip., 13,000 mi., dk. green w/vinyl roof, $4,900. 724-6050, after 5 p.m.

CHEVY: '63 Nova, 2-dr., auto. trans., radio, $350. JU 1-3584.

PONTIAC: '63 Gran Prix, full pwr., $200. Herman Kaplan, Ext. 1649.

OLDSMOBILE: '66 Delta 88, 4-dr. hdtp., full pwr., air cond., mounted, studded snows, $850. WA 1-2036, evgs., week-ends.

RIMS: Tire, two for Galaxie, 14 in. diam., ea. $4. 271-0648.

VW: '66 Transporter, $750. 785-5331, after 6 p.m.

For Sale

MISC.: VW AM radio, $25.; VW roof rack, $10.; VW fix-it book, $3.; VW under dashboard, $8. 271-1364.

TRAVEL TRLR.: Pacer, 17 ft., sleeps 6, self cont., stove, oven, refrig., heat., pressur. water sys., $1,100. 421-5262, after 6 p.m.

TRAVEL TRLR.: Sleep 6, self cont., 18 ft., xtras., $1,700, 249-5193.

DIN. SET: Jr. mahog., table, 5 ch., buffet, china closet, $125. IN 1-6367.

BOAT: Richardson, 24 ft., glass decks, 210 hp, dd FWC, sleeps 4. approv. head, 1p stove, ice box, ship to shore, depth find., compass, xtras, $3,500. 475-7811.

TIRES: New, 4, two 600x15 tubeles & two 600/650x 15, 4 ply snows, all mount. on hole MGA rims, lot: $40. 473-4792.

OVEN: Wall, GE 20 in.; 4 burn. counter top unit, coppertone finish,, both for $75. 265-7021.

FILTER: Pool, press. gauge, 4 yrs., 5/8 hp motor must be repaired or replaced, ask., $20. 584-7285.

TIRES: Snows, two 700x13 on GM 5 hole rims, $12. SU 5-6576.

CHAIRS: Lounge, high back, swivel tilt, sacri. $20. AN 5-2597.

CLAIROL: Kindness elec. curlers, only used few times, $15. 249-6964.

RECORDS: Fifteen 12 in. classical albums, $10. CH 9-4557.

PUPPIES: Poodle, mini, 1 wh. male, 1 buff male, ea. $50. 826-4640.

SAILBOAT: Pennaut, 18 ft., new sails w/trlr, 900 lb. keel, firm $450. 584-5027.

CHEVY: '64 Belair, 4 dr. sedan, pwr. steer, 6 cyl., auto. snows & rims, $250. 266-6877.

DIN. RM. SET: Nine piece, Blondwood, $100. HR 2-0571.

HOUSE: Port Jefferson Station, 4 bdrm., 1½ bath, hi-ranch, w-w, drapes, eat-in-kit., din. rm., den, 1/3 acre, trees, dbl. gar., $29,000. 928-4637.

MOBILE HOME: 60 ft. x 12 ft., furn., 4 appli., w-w, tool shed, skirting, steps, 15 min. from Calverton, no pets, $9,200, remove from park, $8,200. AN 1-3584.

TRAVEL TRLR.: '71 Lancer, 17 ft., sleeps 6, fully self cont., batt. pack, hitch & broke control, awning, spare tire, firm, $2,400. 888-4662, after 5 p.m.

MATTRESS: Latex foam, slight water damage, Sears-O-Pedic, Queen size, xtra firm, 6 mos., $35.; Macy's Double size firm, $20. 981-8189.

FISH TANK: Set up, 20 gal. stand, reflect hood, lights, dyna flow filter, gravel, rocks, complete, $35. 796-6920.

FISH TANKS: Eight 10 gal. w/lights, six 20 in. long, two 15 gal., two 29 gal., one 30 hi, one 40 gal plywood, pumps, filters, rack, access., all $125. 928-0183.

FLOURESCENT FIXTURES: 40 watt w/louvers & tubes, 2 & 4 tube type, $10. ea. PY 8-6338.

TILLER: 6 hp Roto, w/plow, Sears, 2½ yrs., used 2 seasons, $125. 567-3980.

CAMPER: '68 VW pop-up, green, snow tires, ask. $2,100. AN 1-2572.

DODGE: '71 Demon, 6 cyl., pwr. steer, w/w, 13,000 mi., $2,000. 751-1706.

PONTIAC: '69 Firebird, 350 c. i., air cond., AM/FM, pwr. steer & bks., auto. console, alarm sys., blue/wh. vinyl top, $1,725. 732-1883.

CONDOMINIUM: Ft. Myers, Fla., 5 rm., extras, $25,-500. 757-2042.

DIN. RM. SET: Duncan Phyfe, leaves & table pads, $25.00. MO 5-0851, after 5 p.m.

HOUSE: Bay Shore, nr. S. Country Sch., 3 bdrm., split ranch, 1½ bath, lrg. family rm., attach. gar., jal. porch, w-w, central vac., freeze. chest, lawn pump, vinyl trim, lndscpd. & fence, 1/3 acre. MO 1-3857.

DRYER: Apt. Maytag, 115v, coppertone, 1 yr. 586-5339.

CAR TAPE: Ranger, 8 track, deck w/FM stereo radio, quick disconnect, $65. William Snyder, Ext. 86394.

DOGS: Old Eng. sheep, AKC, health guar., one male, one female. 921-8494.

COACH: Bilt-Rite coach, hand decorated, access., swing-o-matic; infant's & child's clothing; household items, mod. bed & vanity; seal coat, lrg. size; broadtail jacket, small. 212-358-8788.

HOUSE: Farmingdale, low taxes, 3 bdrm. ranch, full bsmt., gar., newly sodded lawn, w-w, 4 major appli., $32,000, 694-0057, before 1 p.m.

HOUSE: Huntington Vill. 10 yrs., 4 bdrm., 2 bath, liv. rm., firepl., din. rm., EIK, fam. rm., 2 car gar., 1/5 acre wood., xtras, $43,000. 423-2786.

For Sale

BOAT: '62, 28 ft. Zobel trunk cab., 215 hp, slps. 4, galley, dinette, hd., camper bk., 50w, S/S, 110v, $3,500. MO 7-3043.

PUPPIES: Collie, AKC reg., 27 champs in breed., 8 wk. LI 1-6351.

MISC.: Everset & Jennings whl. chr., Hlwd. mod., comp. w/ft. leg rests & chr. hi metal tbl., $125; Canadian crutch, adj., $10. 249-0856.

HAMMOND ORGAN: B13 w/mod. 22R Leslie tone cab., $1,600. 581-1885.

WED. GOWN: Sz. 7-9, empire waist., lg. puff. sleeves, att. train w/Juliet cap, $75. IV 1-3405.

JET PUMP: New Robbins Meyer ½ hp shallow well, $100. FR 9-3187.

SEW. MACH.: Port. Singers Golden Touch & sew deluxe zig zag mod. 630, $150. FR 9-3187.

TAPE PLAY.: Panasonic 8 track, 2 Kraco spkrs. for car install., $40. 364-1912, after 5 p.m.

STEREO: Panasonic receiver & spkrs., BSR mini-changer, $100. 798-9116, evgs.

MISC.: Tape recorder, $20; new blk. & wh. dress, sz. 12, $15. M. Nutt, Ext. 3434.

ACCORDION: 120 bass, w/case, $100; alto sax, Selmer super mod., recent. o'haul, Hlwd. resinators w/combo case, $150. MO 9-0639.

CONN TROMBONE: W/case & mouthpc., $120. WA 1-0009.

ELEC. GUITAR: Zim-gar., 2 pick ups, tone & vol. ctrl., $25. 249-1641, after 5 p.m.

PIANOS: Baby grand, apt. sz., R.S. Howard, French style, carv. wal., nds. tune., $350; upright, antique fin., $20. 825-0829, evgs.

GUITAR AMP.: 100 watt dielectric tp., 1 spkr. cab. w/2, 12 in. & 1, 15 in. spkrs., ask. $125. HA 3-7657.

HOUSE: Brentwood, Loretta Pk., 8 rm., Hiranch, 4 bdrm., 1½ bath, pan. 11x17 playrm., maint. free kit., sundeck, oversz. 2 car gar., w-w, s/s, 2 zone oil hot water heat, patio comp. fenced, ask. $33,000. 273-8380.

HOUSE: Bethpage, Colonial, 8 rm., 2 car gar., att., eat-in-kit., lrg. fam. rm. w/firepl., 2½ bath, s/s, walk. to stores & RR, $51,000. WE 5-1988.

BUNGALOW: Sullivan Co., all util., furn., sleeps 4, can be winterized, pvt. lake. PY 6-3887.

LIV. RM. COUCH: Beige, $200.; two fireside ch., avocado, $165. 822-1088.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

RICHARD L. OLDENBURG died September 20 at the age of 49. He completed 25 years with the Company last month. He worked in Product Support Systems Technical Management, Plant 87, Los Angeles, and he lived at 28722 Atford Dr., San Pedro, Calif.

ARTHUR C. CLARK of Employee Services, Plant 30, died September 22 at the age of 60. He had been with Grumman since 1942, and he lived at 28 Pebble La., Levittown.

JACOB YAEGER of Wire Preparation, Plant 33, died September 23. He was 58 years old and had been with Grumman since 1949. He lived at 81 N. Ocean Ave., Islip.

JOHN J. HART JR. of Plant Protection, Plant 77, Stuart, Fla., died September 26. He was 57 years old and had been with Grumman 16 years. He lived at 320 Silver Maple St., Jensen Beach, Fla.

STEPHEN R. LEHMAN died October 2 at the age of 56. He had been with the Company since 1965 and he worked in Tanks & Ducts, Plant 2. His home was at 14 Chester La., Bethpage.

FRANCIS D. MURRAY of Instrument Aircraft Test, Plant 6, died October 6. He was 51 years old and had been with the Company 10 years. He lived on Halsey St., Bridgehampton.

For Sale

SKI CABIN: Fifteen min. fm. Mt. Snow, 2 bdrm., firepl., fully winterized, furn., ¾ acre, $14,000. 261-1570.

CHEVELLE: '64 Malibu conv., V8 283 eng., auto., R&H, elec. top, ask. $450. 293-8861.

OPEL GT: '69, 1.9 litre eng., 11,000 mi., gar., $1,800. 277-1988.

PONTIAC: '64 Bonneville conv., $300. 293-6793, after 6 p.m.

CHEVROLET: '66 Caprice, blue/blk. vinyl top, alarm system, tape deck, new dual exhaust sys., pwr. steer, 327 eng., floor console, new rubber, ask. $1,150. WE 1-4124.

MUSTANG: '70 Mach I, pwr. teer & bks., 351 eng., air cond., $2,295. 883-2560.

SNOW TIRES: Two, 700x14 with Chevy rims, nylon, $25. WE 1-6517.

CAMPER: '72 Starcraft, Starmaster 6/8, fully equip. 931-8542.

CAMP TRLR.: '68 Apache Mesa, sleeps 6, dinette, sink, icebox, built-in 9,000 BTU heat., xtra cabinets, 8x16 awn., sp. tire, 2 prop. tanks, xtras, $950. 585-3498.

BOAT: 19 ft. Winner, Cougar, deep V, 120 hp Merc., inbd./outbd., xtras, $2,400. WA 1-5152.

BICYCLE: 10-spd. Keno, man's & woman's, seldom used, $70/ea. 212 261-8649.

MISC.: Mink cape, $125; maple tbl., 4 chrs., $30; Lionel trains, $25; brass andirons, $10; grey sink, $15; Budweiser bar sign, $10; decor. milk can, $30; blond wig, $15· add. mach.; humidifier; lamps, tbls., etc. 226-81111.

MOTORCYCLE: '64 Honda, 350 cc, cust. seat & paint. many new parts, nds. some work, $250. 796-2567, evgs.

VW: '69 Bug, autostick shift, grn., orig. owner, $1,000. 666-0979.

VW ENG.: '68, 53 hp, comp. rebit. & install., $225. 273-6239.

AM/FM TUNER: Sherwood stereo, 72 watt dual 36 amp, S-5000 II, KLH, 6 spkrs., Ampex 960 tape record., $400; contemp. wal. desk, 56x24.30, match. chr., desk lamp, pads, access., $90. 433-1180.

BOAT: 17 ft. Commodore lapstrake, '69, 75 hp Johnson, Navy tp., inbd. steer., elec. start., 2 gas tanks, fully equip., '61 Gator trlr., $700. PY 8-6200, after 5:30 p.m.

POODLES: Tiny wh. male toys, AKC, paper train., 3 mo., all shots, health guar., $125. SU 1-5867.

SKIS: Head, mod. 720, 208cm lg., never used, bind. not mtd., $65. LI 1-8590.

LUMBER: 40, 2x4s, 8 ft. lg., must pick up, $20. 667-5599.

TORINO: '69 Ford GT, 428 Cobra Jet, 4-spd. Hurst, bkt. seats, AM/FM, stereo, 8 track tape, 4 new tires & mags. JU 7-5137.

TRIUMPH: '71 Spitfire, brown w/tan. int., AM/FM, ask. $2,000. 585-5020, after 6:30 p.m.

PLYMOUTH: '68 Fury III, 2-dr. hdtp., V-8, auto., pwr. steer. & bks., posi rear, orig. owner. 751-6078.

DUNE BUGGY: '65, part. eng. work done, $485. 727-8764.

TRLR.: 15 ft. Scotty, self. cont., gas/elec. refrig., 3 burner stove, hd., canopy, slps. 6, xtras. 543-7715, after 6 p.m.

TRLR. HOME: 20 ft. Layton, slps. 4. 334-2880, after 6 p.m.

CAMPER: '69 "wheel" hdtp., heat., stove, sink, dinette, $1,100. FO 8-4868, after 4:30 p.m.

TIRES: New, orig. equip., 775x14 on Ply. whl., $25; slight. used 775x14 snows on Ply. whls., $20/ea. 261-1186.

RAMBLER PARTS: '63, sta. wag., new trans., clutch, bks., muff., 2 new snows, 775-15. CH 9-4067.

RIMS: 14 in. GM, or will swap for 14 in. Mustang rims. T. McCarthy, Ext. 86342.

TIRES: 2 MOBIL 4 ply w/w, 855x14 on rims, about 5,000 mi., $40. 724-0234.

PED. TBL.: Hvy. stock 48 in. dia. w/2 capt. chrs., 2 mates, ask. $200. MO 7-7817.

MISC.: Hi-riser, used 6 mo., $70; Danish mod. couch, 2 chrs., $70; 21 gal. stain. steel tank w/ internal baffles, suit. water or gas, 10x12x42, $40; 6 mahog. flush drs., solid, hardware, $30. 226-7238.

AIRPLANE: '46 Aeronca Champ, 7AC65, Ceconite, '65, 270 SMOH, Venturi metal prop, $1,700. 864-5086.

CAMERA EQUIP.: Busch Pressman 2¼x3¼ in., Wollensack 10/mm f/4.5 lens, Rapex shutter, film pack, roll film & Grafmatic cut film hold., King Sol flash gun, 6 filt., case, $125. 924-4818.

CADILLAC: '62 conv., full pwr., $425. 281-8063.

For Sale

EQUIP.: Heathkit IG-27 color gen., Eico 470 oscilloscope, Eico 221 VTVM, Mercury 1101 tube tester. 727-7831.

GUITAR: Gibson yel. sunburst, mod. ES335, Humbucking pickups, hrd shell case, 6 yr., $250. 249-5876.

ITAL. BICYCLE: Wh. import., bit. for 2, $40. WE 5-8773.

TOOL BOX: Comp. carpenter's, saws, hammers, etc., $35. CH 9-4854.

TUBE AXIAL FAN: 16 in. dia., 3090 CFM, 115/230 volts, 1750 rpm, $75. 785-6063.

COINS: 41 silver dollars, $112.75; silver dimes, quarters, halves, 1 roll '545 unc.,, silver quarters, $20. CH 9-4557, after 4 p.m.

CIRCUL. FAN: Fl. type, $25. PY 8-3444.

MISC.: Elec. hassack fan, $25; Orcoa elec. chord organ, Estey, wal., $75. 799-0580.

SHOWER DRS.: Sears, for 5 ft. tub, all hardware, may swing open, $25. 681-7338.

MISC.: Oak triple dress. w/mirror, 60x20x31; royal blue deep pile rug, 10x10. 261-0872.

LAWNMOWER: Toro pwr. handle; 21 in. Whirlwind rotary; 21 in. reel w/grass catcher, $65. Burt Roberts, Ext. 84461.

SPREADER: Lrg. Scott's, w/pivot whls., 20 spread. positions, guide mark., $10. GE 7-4192.

PACHYSANDRA: Well root. cut., evergrn. ground cov. 731-6105.

WED. GOWN: Buckner's, sz. 7-9 petite, 5'3 in. or under, att. train, hdpc., veil, $90. WE 1-8258.

GUINEA PIGS: Peruvian & Abyssinian. 588-2609, after 7 p.m.

PUPPIES: Germ. shep., AKC reg., hvy boned, bred for temper., all pup shots, male & fem., $75. 586-3470.

TEAC: Stereo playback/record deck, 2 mos., $100. PE 5-9714.

VW: '64 Bug, new bks., clutch, int., & tires, 2 snows, xtra tires, $700. WE 5-7746.

CHEVY: '68 Impala, 4 dr., wh. vinyl top, tinted glass, V8, auto., pwr. steer., low mileage, $1,195. 433-6812.

FORD: '65 Country Squire, 10 pass., auto., pwr. steer., & bks., roof rack, $525. 472-2625, evgs.

BICYCLE: Girl's, 16 in. w/train, wheels, solid tires, red, for beginners. 884-4734, after 5 p.m.

PIANO: Mahogany console, $300.; din. rm. set, 7 piece mahog., $75.; port. TV, blk. & wh., $10. 293-3854.

MOBILE HOME: 60 ft. x 12 ft., liv. rm., din. rm., 2 bdrm., kit. bath, oil heat, central air cond., must be moved. 585-1967, after 5 p.m.

BUICK: '66 Electra, full pwr., air cond., $950. 549-8892.

VW: '60, $125. PY 8-3937.

DATSUN: '71 240Z, fac. air cond., chrome wheels, alarm sys., orange/blk. int., 16,000 mi., $4,850. 293-0753, after 5 p.m.

FORD: '68 Torino conv., pwr. steer & pwr. disc bks., bucket seats, center console, auto. 302, V-8, 59,-000 mi., new top, $1,100. 226-4263, after 6 p.m. Mon., Wed., & Fri.

CLAM BOAT: 16 ft. Thompson, 45 hp Johnson O.B., high & dry, haul away for $300. 475-4592.

PONTIAC: '71 Tempest T-37, blue, 4-dr. hdtp., 350 c.i., 22,000 mi., auto., pwr. steer. & bks., air cond., R&H, sports whl. cov., ask. $2,399. 674-7693

CHRIS CRAFT SKIFF: '26 in. hdtp sedan, mahog. dbl. plank bottom, 125 hp Chrysler Crown, new, auto. bilge pump, 23 chan. radio, boat completely o'hauled in '72, WC motor, ask. $1,900. 581-7410.

HOUSE: East Meadow, Birchwood Cape, brick, center hall, 4 bdrm., 2 bath, din. rm., w-w, attach. gar., fin. bsmt., large kit. fam. rm., custom cab, 19 ft. refrig/freezer, dishwash., wash., dry., storms, $44,000. 481-0010.

HOUSE: Port Jefferson Sta., hi ranch, 4 bdrm., 1½ bath, eat-in-kit., din. rm., dbl. gar., den, w-w, appli., 1/3 acre, trees, $29,000; also Frigidaire freezer, 2 yrs., 14 cu. ft., $125.; pool table, 8 x 4, $125. 928-4637.

MISC.: Youth bed with mattress; 3¼ gal. port. spray unit; G.E. dishwash. under counter, wh. 234-3203, after 7 p.m.

CHRYSLER 300: '66, 4-dr. hdtp, bucket seats, pwr. steer. & bks., new water pump, radiator, bat., exhaust sys. & shocks, orig. owner 53,000 mi., reason. offer. 921-4533.

OLDSMOBILE: '65 Dynamic 88, 4-dr. hdtp., pwr. teer. & bks., air cond. HO 8-3160.

MISC.: Elec. lawnmower, 21 in., rotary/grass catch., $35.; TV, 21 in. console rollabout, $30; corner table lamp for sect. sofa, $35. 285-5252.

For Sale

DINGHY: Sportyak Model II-C, oars & motor mnt., unsink, $80. AN 6-2997.

COLLIES: AKC, blue merle, registered litter, 3 fem., $125 ea., 1 male, $150. 368-0570.

BDRM. SET: Eclipse sofa bed, coffee & end tbl., misc., must sell, reason. 929-4386.

HI-FI: RCA with AM FM console, 42 in. x 31 in. walnut, $150. RO 4-6309.

TABLE: Extagon oak, expan. leaf & 4 captain chairs, $275. Delight Dutch Col., 3 bdrm., eat-in-kit., firepl., 1½ bath, gar., 1/3 acre in center Moriches, o.h.w.h., s/s, $31,500. 878-4414.

FIREBIRD: '67 conv., auto., pwr. steer & bks., w/w, $1,000. 588-2079.

CADILLAC: '64 Coupe deVille, full pwr., air cond., $875. OV 1-7001.

SIMCA: '66, 4-dr., dk. blue, tires blue snows & wheels, needs eng. work, $250. ED 3-0554.

ATLAS CARRIAGE: Converts to car bed, $10. 757-0438.

POOL: Doughboy, steel, 18 ft. x 4 ft., 2 yr. old liner, safety net, alum. safety ladder, filter-paper element, $100. WE 5-9675.

MISC.: Double mattress & box spring, $30.; wash. mach., $10. 543-0044, after 7 p.m.

HOUSE: Smithtown, 3 bdrm. ranch, 1½ bath, country kit., den, panel, wood. 1/3 acre, fully lndscpd., dead end st., school dist. 1, immed., $35,500. 724-7015.

SAAB: '68 3 cyl., 2 cycle, 32mpg, low mileage, new tires & batt., orig. owner, $500. 567-1844, after 5 p.m.

PUPPIES: AKC min. Schnauzer, homebred, champ blood lines, tails docked, ears show cropped, blks. & silvers, shot, $125-175. 735-0470.

TIRES: Two Mohawk, 855x14, swap with other tires same size. Call 868-9887, 9 a.m.-2.

CAMERA: Argus, c3, 35mm, f3.5 lens, flash attach., case, $35. WE 5-3179, after 5 p.m.

VW: '64, needs minor body repair. 669-6194, after 6 p.m.

MOTORCYCLE: '67 Suzuki, 250cc X6, 6 sp., rebuilt, new oil pump, carmb. & batt., front brake, etc., must sell, best offer, $325. 289-1611.

RANGE HOOD: 36 in. long, 3 sp. fan, light, stainless steel, ask. $30. SU 5-2591.

WALL OVEN: Gas, broil., 4 yrs., inside dim, 19 x 19 x 25 in., match. counter range side controls, coppertone, both, $50. 231-6405.

TV: Zenith 21 in., 7 yrs., needs some work. $75. 728-1511, after 6 p.m.

SAW: Wright Reciprocat, tree, 20 in. blade, GS 2520, heavy duty, xtra blade, $80. 878-2803.

DATSUN: '71 pickup w/camper, FM radio, 16,000 mi., $1,700. FL 2-3569.

WAGON: '62 Chevrolet, R&H, std., 6 cyl., $200. MO 1-6720.

OPEL KADETTE: '68, LS 1900, 4-spd., 102 hp, $650. 427-2526.

CHEVY: '69 Bel Air, auto., 327, V-8, pwr. steer., 46,000 mi., $1,100. 744-6529.

VW: '67 Fastback, $800. CH 9-8976.

CAMP. TRLR.: '69 Mastercraft, hdtp., pop up, slps. 7, gas stove, icebox, sink, dinette, bks., 2 new tires & spare, $850. 433-1348.

plane GRUMMAN news

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Manager, Internal Communications
Brian Masterson

Managing Editor
Claire Imrie

Feature Editor
Al Wehren

Editorial Assistants
Dorothy Zeeb
Linda Logan

Telephone
Plane News: 3293
Plane News from outside line: LR 5-3293

Tomcat on display at AFA

A touch of nostalgia—a World War II briefing hut—and an F-14 Aid Defense Command exhibit drew standing-room-only crowds to the Grumman display at the annual Air Force Association meeting in Washington, D.C., a couple of weeks ago.

With the Air Force celebrating its 25th anniversary this year, the briefing hut, adorned with photos of WWII aces and some of the pin-ups of that era, provided a poignant reminder of things past, and films of the Eighth Air Force in aerial action added realism to the display. The Grumman theme for this AFA meeting was the F-14—presented through graphics and film—in its proposed role as interceptor for the Continental Air Defense Command.

Officials attending the briefing included: (from right, clockwise) Maj. Gen. Joseph Belser, deputy for Plans, ADC Hdqtrs. and Jack Ingold, F-14 ADC marketing manager; Robert Seamans Jr., Secretary of the Air Force, and Frank Gabreski (L) of Grumman; Lt. Gen. Otto Glasser, deputy Chief of Staff, Research and Development, and George Thompson, deputy director, Business Development.